

Heart of the City Specific Plan



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City of Cupertino

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Amendments By City Council

As of Sept 4, 2000

As of March 3, 1997, amendments to the Heart of the City Specific Plan will result in a page revision date in the lower inside corner of the changed page. Types of changes may include page-numbering, minor typographical or cosmetic changes or policy and text changes. Substantive changes will be noted in the table below, in addition to the page revision dates.

Date	Ordinance Number	Description
March 3, 1997	CC 1753	Text and Map: City Center Area changes
December, 1997	CC 1769	Text: Single-Family Residences Allowed on Certain Properties
July 6, 1998	CC 1786	Text: Exception Process for Development Standards
June 19, 2000	00-192 & 00-193	Map: City Center Area changes

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Introduction

Overview

The Heart of the City Specific Plan provides specific development guidance for one of the most important commercial corridors in the City of Cupertino. The purpose of the specific plan is to guide the future development and redevelopment of the ±552 acre Stevens Creek Boulevard Corridor in a manner that creates a greater sense of place and community identity in Cupertino. The overall goal is to develop a *Heart of the City*, a pedestrian-inclusive gathering place that will create a positive and memorable image of Cupertino.

To achieve this goal, the Specific Plan intends to guide future investment and development in the area by:

- 1) providing a clearly defined plan for the intensification of certain subareas and the arrangement of land uses to concentrate activity;
- 2) developing detailed development standards and architectural guidelines to inform builders and the public about the community's expectations for quality development; and
- 3) committing public investment and establishing additional financing to fund public improvements that will enhance community identity and unity along Stevens Creek Boulevard.

The Plan does not intend to force the relocation of businesses; such decisions will be dictated by personal reasons or market conditions, rather, the land use regulations and design guidelines are in place to guide future development and renovation of existing businesses. As such private development will probably occur incrementally, but directed toward a common vision.

Specific Plan Area Description

The Heart of the City specific planning area encompasses the properties fronting on or near the Stevens

Creek Boulevard Corridor, an east/west transportation spine that is bounded by the eastern City limits near Lawrence Expressway and Highway 85 to the west. The planning area includes both incorporated and unincorporated territory totaling nearly 552 acres.

Authority for the Plan

Section 65450 of the California Government Code provides for local governments to prepare specific plans for the systematic implementation of the General Plan. Thus, the specific plan is a planning tool that can be used to carry out the goals and policies of the General Plan. State law establishes certain minimum requirements that must be adhered to in a specific plan. These requirements include text and diagrams that specify all of the following in detail:

1. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.
2. Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources where appropriate.
3. The proposed distribution, location and intensity of major components of the public and private transportation, sanitary sewerage, water, stormwater drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
4. A program of implementation measures including regulations, programs and public works projects and financing measures needed to carry out the provisions of the three preceding paragraphs.

Policy Framework

Overall Goal

To create a positive and memorable image of Cupertino, and visually and functionally link the major activity centers on Stevens Creek Boulevard from Highway 85 to the eastern city limits. Provide an economically viable environment for a balanced mixture of commercial, office, civic, cultural, recreational and residential land uses that are linked with safe and efficient circulation and access.

Land Use/Economic



Develop a Heart of the City that provides a variety of land use opportunities that enhances activity in the major activity centers.

Policies

1. Three major activity centers are identified, each serving a different purpose. New land uses and development should enhance activity in these centers. The land use emphasis for each activity center should be on like and complementary uses and activities.

Oaks/De Anza College

Cultural, Educational, Recreational and Specialty Retail Center.

Crossroads/City-Civic Center

General Commercial, Hotel, High Density Residential, and Office & Government uses

Vallco Fashion Park & Vicinity

General Commercial and Hotel uses

2. The majority of the 250,000 square foot retail commercial development allocation for the Heart of the

City should be devoted to enhancing activity in the major activity centers.

3. 141,000 square feet of office development: 91,000 square feet from the "Town Center & Crossroads Corners allocation pool" and 50,000 square feet from the "Non-designated allocation pool" are allocated for the Symantec Corporation office building at the City Center area, assessor parcel no. 369-01-035.
4. Mixed commercial and residential development may be allowed in the activity centers when the distribution of residential and commercial uses enhances pedestrian activity. The maximum density is 35 dwellings per gross acre.
5. Land uses between the activity centers should help focus and support activity in the centers. Primary land uses should be office and residential uses.
6. Encourage housing along the Boulevard by rezoning for up to 500 dwellings on or near Stevens Creek Boulevard.

Strategy:

New housing sites are identified along Stevens Creek Boulevard. Incentives should be developed to encourage residential redevelopment. The following vacant, substantially underutilized or underbuilt sites are encouraged to privately redevelop as residential or mixed commercial and residential projects. Existing legal uses may continue until the properties are redeveloped.

Boatworks/Eastern City Limits Area

"Mercedes" Used Car Lot

Area surrounding Warehouse Records (Bianchi Way)

Woodworks Site

Davidson Chevrolet Site

- Plan for the gradual development of vacant, non-residential sites and the upgrading of under-utilized, nonresidential sites.

Strategies:

- Identify Stevens Creek Boulevard commercial sites between the major activity centers and provide Heart of the City retail commercial development allocation for the upgrading of these properties to Heart of City design standards.
- Prepare development regulations and guidelines that clarify City expectations for quality development.
- Through economic development activities, focus on attracting new businesses and retaining existing businesses.

- Ensure the compatibility of adjoining land uses

Strategy:

Prepare land use and development regulations that assure compatibility, while employing specific, well-designed buffers for adjacent residences.

- Generally, the expenditure of public funds to acquire and develop typical neighborhood parks is not endorsed; however, passive rest areas should be incorporated in new development to the extent feasible and in furtherance of Heart of the City Specific Plan policies. School site locations in Neighborhoods L1 and L2 should be considered for public expenditures as well as Creekside Park and linkages.

Circulation/Parking



Facilitate efficient and safe movement of people and vehicles within the specific planning area. Maintain or improve transportation level of service (LOS) "D" except at Stevens Creek and De Anza Boulevards where LOS E+ is allowable to further a unique community gathering place.

Policies:

- Promote bicycle and pedestrian access in the activity centers as well as along Stevens Creek Boulevard by creating a network of attractive formal and informal pedestrian pathways that link to-

gether the Boulevard and adjacent properties.

Strategies:

- Require pedestrian planning for new development which includes pedestrian linkages between properties and pedestrian-oriented amenities at the major activity centers.
- Barriers to pedestrian access should not be created between adjoining retail commercial properties.
- Encourage active, outdoor-oriented commercial uses in the activity centers.
- Develop design guidelines and incentives for pedestrian plazas, courtyards and passive rest areas.
- Complete implementation of the bicycle plan for Stevens Creek Boulevard and provide bicycle racks as needed.
- Investigate the possibility of creating greater pedestrian access between the residential neighborhoods and retail centers.
- Investigate potential open space linkage from Creekside Park to Stevens Creek Boulevard and into Vallco Industrial Park using the Calabazas Creek Corridor.

- Improve traffic flow and visual continuity along the Boulevard.

Strategy:

Reduce the number of curb cuts by requiring shared driveways and interconnected roads along the Boulevard where feasible through private development improvements.

- Adjust parking standards in accordance with actual land use demand.

Strategy:

Establish revised parking standards for mixed used developments that include residential uses.

Urban Design/Streetscape:



To create a high quality and distinct community image and a functional and vibrant heart for Cupertino.

Policies:

- Provide a public improvement program, develop-

ment standards and design guidelines that will promote the future image of Stevens Creek Boulevard as the Heart of the City.

Strategies:

- Implement a streetscape program which will create a distinct, but cohesive, high quality image for Stevens Creek Boulevard.
- Require compliance with the Heart of the City design guidelines for new development or redevelopment of existing buildings. Emphasize urban design as a major consideration of the design review and approval process.
- Promote Boulevard landscaping that complements the planned land uses and activities along the Boulevard.
- Enhance and promote the creation of public space throughout the Heart of the City through the use of building siting and design, public art, landscaping and street furniture.
- Design entry points and landmarks which provide a sense of arrival to the Heart of the City, initiate the streetscape theme and provide signage to important destinations.
- Develop entrance concepts which may include structures and/or landscaping for major projects to be implemented by private property owners.
- Consider the visual and functional access of significant public facilities in developing building designs for the Heart of the City.
- Emphasize private property landscape materials that complement the streetscape landscape plan.
- Develop economic incentives for property owners who wish to architecturally rehabilitate or redevelop their properties.
- Implement a plan to have a professional architectural advisor to assist the City in the design review process.

2. Soften and define the hardscape of parking areas, pedestrian spaces and pathways by using landscaping and street furniture.

Strategy:

Develop design guidelines for the use of landscaping and furniture in the hardscape areas in order to define and separate use areas as well as create more attractive environments.

Land Use Map and Special Areas

The Heart of the City Specific Plan Land Use Map depicts the general land use types allowed within the planning area. The four major land use categories are as followed:



Residential - Areas suitable for dwellings which may be detached or attached to each other and which may be owned or rented by its residents. The density is expressed in the General Plan Land Use Map as dwellings permitted per gross acre. Areas depicted on the land use map happen to be existing residential areas.



Medium to High Density Residential Overlay (8-35 dwellings per gross acre) - This is a residential land use overlay to another "base" land use des-


ignation. Properties with such a land use overlay are strongly encouraged to redevelop as an exclusive residential use or a mixture of commercial and residential uses. The intent is provide additional housing opportunities along the corridor that will fulfill the specific plan's housing production goal. Mixed use includes both horizontal and vertical arrangements of land uses that support the policies and design guidelines of the specific plan.




Commercial and Office - This category includes commercial retail and commercial office uses, including business, professional, administrative and research/development type of office activities. Public and Quasi-Public land uses are also allowed. Residential uses may be allowed as an

ancillary use and should enhance pedestrian activity, particularly in the Activity Centers.

PF *Public Facilities* - This category applies to property used or planned to be used by a government entity for a public purpose. This may include parks, schools, fire stations, etc.

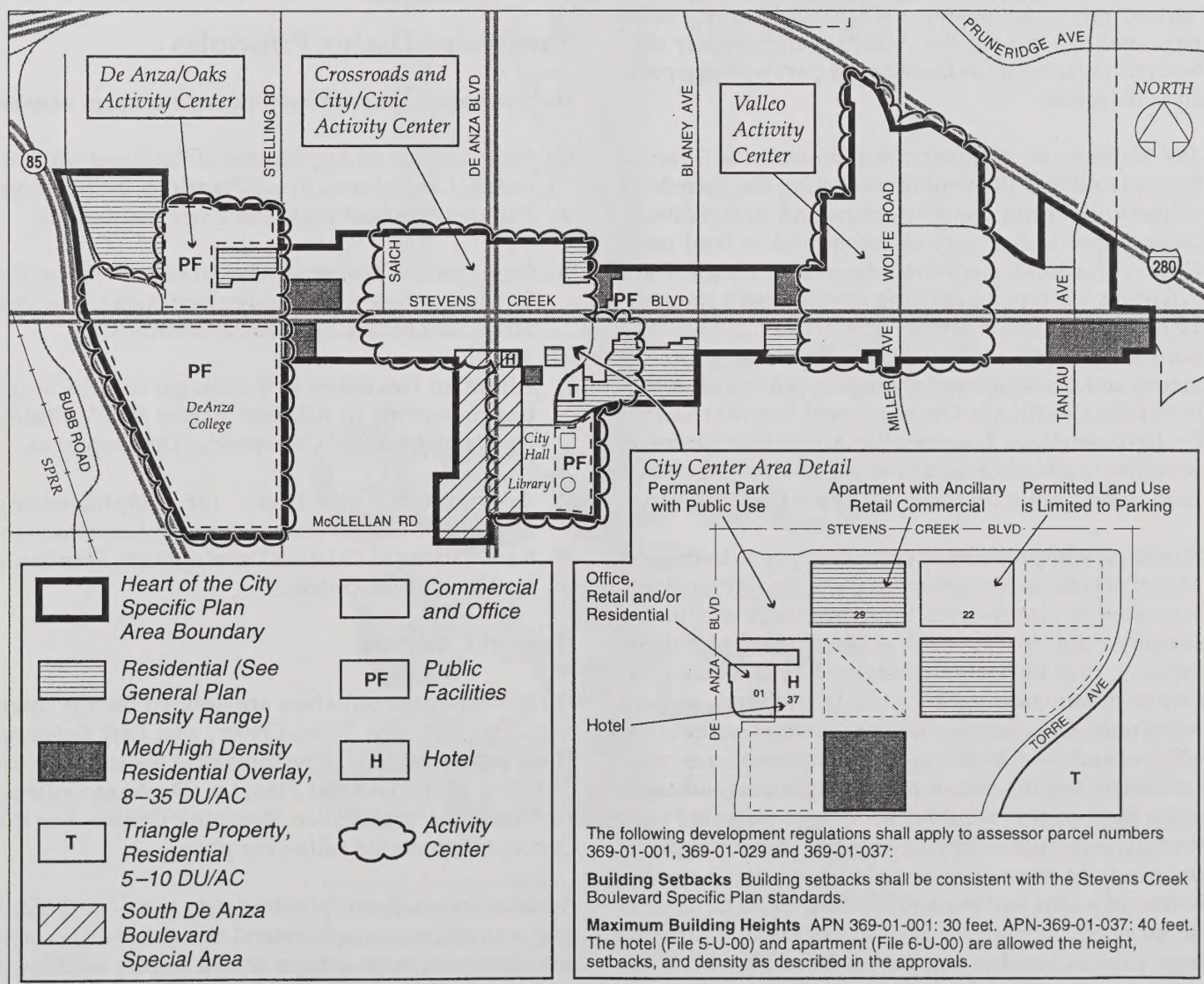
 *Activity Center* - defines a geographic area within the planning boundary where more intensive development may be allowed in order to increase human activity and promote pedestrian activity.

Special Areas - are areas within the specific planning boundaries that are, because of unique circumstances, not subject to all of the standards and guidelines described in the specific plan. These areas are as followed:

 *South De Anza Boulevard Special Area*
All properties with frontage exclusively on S. De Anza Boulevard and Town Center development are not required to install Heart of the City streetscape features, however, they are required to conform to the architectural and site design guidelines of the Specific Plan.

Heart of the City Specific Plan

Land Use Map



Streetscape Design

Background and Purpose

The Streetscape Element of the Specific Plan implements community design goals contained in the 1993 General Plan, and design concepts subsequently developed and revised in the "Heart of the City" Design Charette. The general streetscape concept endorsed at the Charette was named "Parkurbia." It promotes a "green" city, acknowledges Cupertino's agricultural past, and has linking the street's major activity centers with a continuous landscaped parkway as a principal objective.

The Streetscape Element complements the Specific Plan's Land Use Element by reflecting the corridor's different land use concentrations and designations. Design approaches vary to accommodate land uses. Options for implementation depend to a significant extent on the type of existing development immediately adjacent to the street right-of-way. Streetscape policies also reflect the setback, frontage improvements, and landscape and signage requirements established in the Plan's Development Standards and Design Guidelines. Together, these three Plan Elements combine to promote an attractive, mixed-use boulevard, consistent with the goals of the General Plan.

Streetscape improvement policies apply to both public and private sector actions in the Specific Plan Area. For example, large-scale improvements within the existing right-of-way, such as street trees and street lighting, may be best implemented by the City with future reimbursement by private property owners when redevelopment occurs; construction can be more efficient and the appearance of the improvements more consistent. Improvements to private property adjacent to the right-of-way would need to be coordinated with the City, but could be implemented as part of privately-financed site renovation or redevelopment. A combination of public and private funding could be used to finance civic landmarks and/or streetscape furnishings, such as benches and bus shelters. However, the primary purpose of the Streetscape Element is to de-

fine the improvements needed to fulfill the City's vision for the Stevens Creek Boulevard corridor. It allows for flexibility in terms of phasing, financing, and design modifications in order to address the needs of the City and Specific Plan Area property owners and businesses.

Streetscape Design Principles

The Streetscape Element has four underlying principles:

- 1) Unify the Visual Appearance of the Street with Orchard/Grove Street Trees Plantings, a Consistent Palette of Furnishings, and Civic Landmarks.
- 2) Improve the Pedestrian Environment Along the Street Frontage with Passive Rest Areas, Planting Strips and Buffering Trees and Shrubs.
- 3) Allow for Flexibility in the Design of Streetscape Improvements to Address Access and Visibility Needs of Adjacent Commercial Development.
- 4) Accommodate Options for Implementing Streetscape Improvements: e.g. City Construction, Renovations of Existing Development, Standards for New Development.

Design Concept

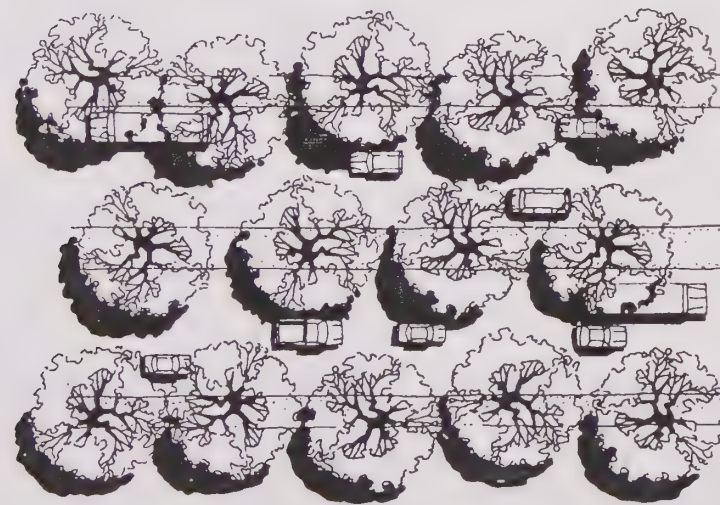
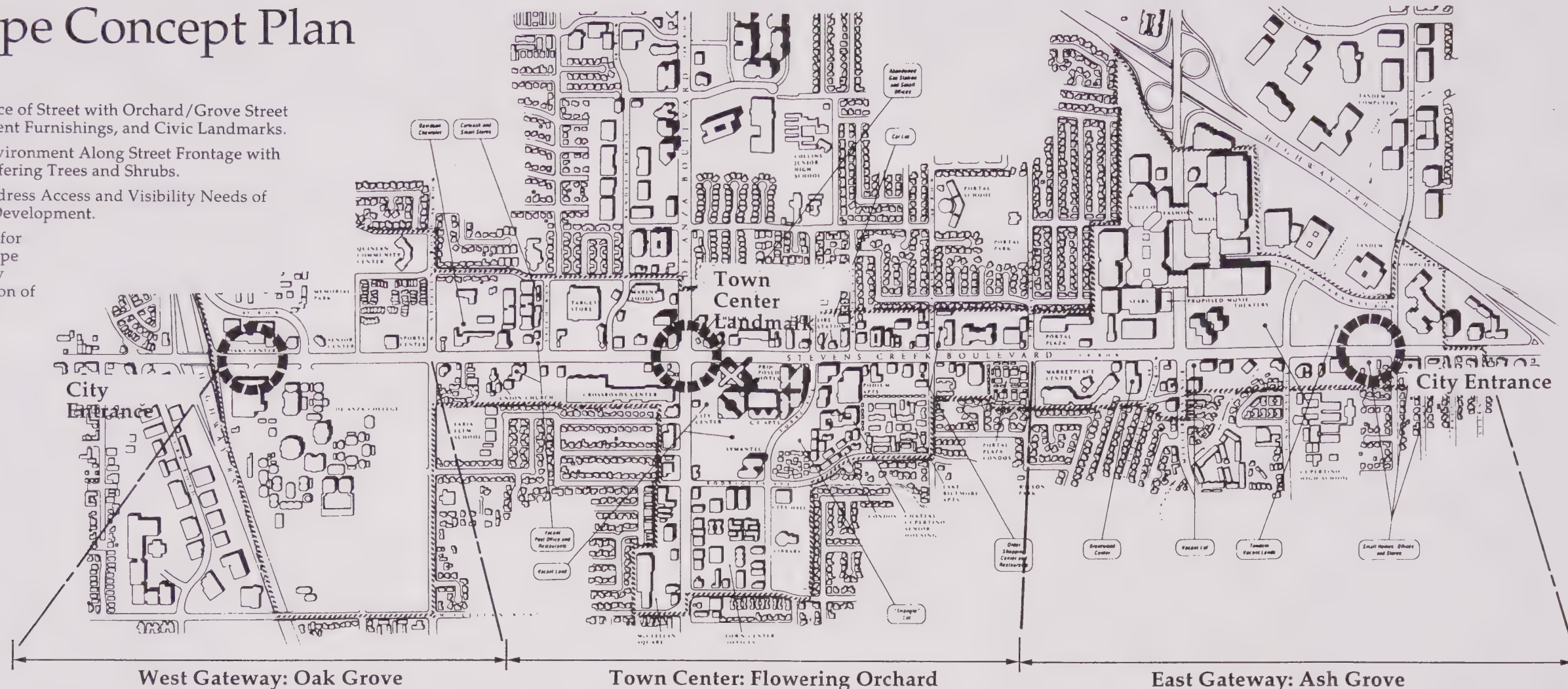
Three streetscape subareas are defined for the corridor: *West Gateway*, *Town Center*, and *East Gateway*. These subareas parallel the three land use subareas established in the General Plan; i.e., De Anza College, Town Center, and Vallco Shopping Center. See the Concept Plan on the following page.

A continuous curbside planting strip and a continuous row of street trees would extend along the entire corridor. However, each subarea would feature a different tree species. Tree species are selected to reflect differ-

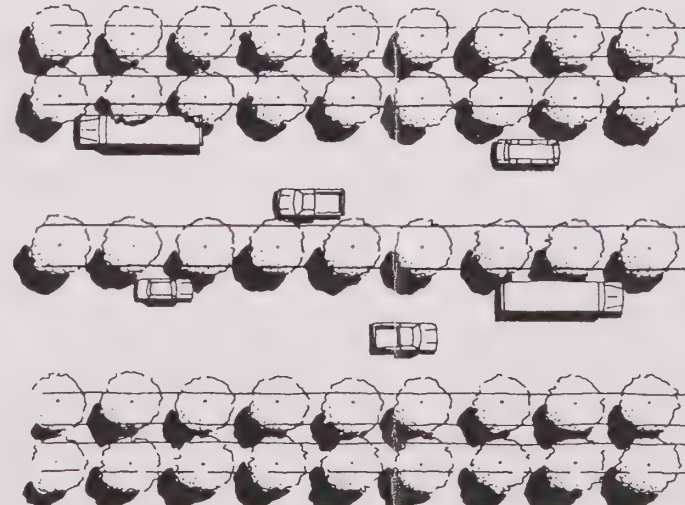
Streetscape Concept Plan

Principles:

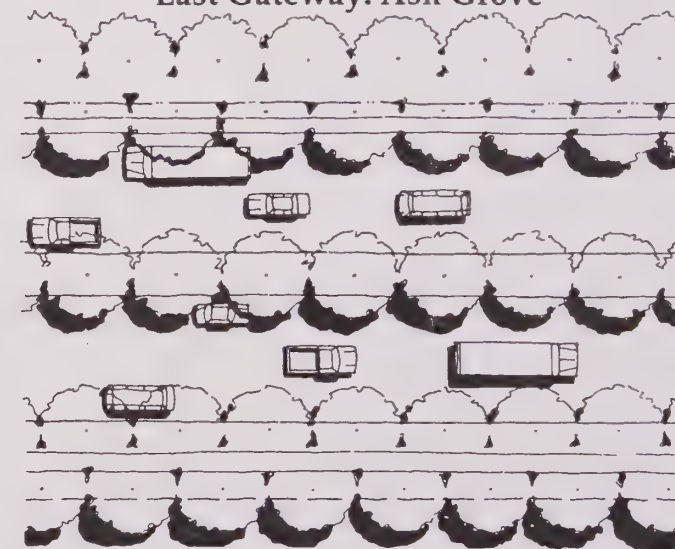
- Unify Visual Appearance of Street with Orchard/Grove Street Tree Plantings, Consistent Furnishings, and Civic Landmarks.
- Improve Pedestrian Environment Along Street Frontage with Planting Strips and Buffering Trees and Shrubs.
- Allow Flexibility to Address Access and Visibility Needs of Adjacent Commercial Development.
- Accommodate Options for Implementing Streetscape Improvements: e.g. City Construction, Renovation of Existing Development, Standards for New Development.



- Informal Arrangement of Native Trees and Wild Flowers Along Frontage and in Median.
- Consider Removing Curbs and Walks and Replacing with Crushed Granite Surface.
- Focuses Character of De Anza College, Memorial Park, Oaks Center.



- Formal Grid of Flowering Trees and Grass Along Frontage and in Median.
- Focuses Character of City Center, Target, Office Buildings.



- Semi-Formal Arrangement of Large Shade Trees, Grass, and Flowering Shrubs Along Frontage and in Median.
- Focuses Character of Vallco, Marketplace Center, Wolfe Road.

ences in the character of development in the subareas and/or the predominant types of existing trees and frontage conditions.

Streetscape Design policies for each of the subareas are described below:

West Gateway - The West Gateway subarea extends from Route 85 to Stelling Road. The planting theme is an "Oak Grove." It features an informal planting of Live Oaks (*Quercus agrifolia*) and native wild flowers in curbside planting strips and the center median. It is anticipated that these oaks could be planted among the existing Deodar cedars at De Anza College without needing to remove the existing trees. This approach is intended to bring the landscape of the adjacent foothills into the City, as well as tie together the existing character of De Anza College, Memorial Park, and The Oaks shopping center. Trees should be planted at approximately 40 feet on center. Decomposed granite should be used as the surface material where appropriate.

Town Center - The Town Center subarea extends from Stelling Road to Portal Avenue. The planting theme is a "Flowering Orchard." It features a formal planting of Flowering Pear (*Pyrus calleryana* "Chanticleer") and grass in curbside planting strips. Flowering shrubs could be planted in the center median where appropriate. This approach fills in and extends the tree plantings that presently exist along the street, and the formal tree placement expresses the importance of the Town Center as the civic and cultural heart of the City. Trees should be planted in rows on both sides of the sidewalk at approximately 25 feet on center. Commercial retail frontages should be planted with a single row of curbside trees to maintain commercial visibility. When these retail tree rows terminate near driveways and street corners, a short second row of trees shall be planted. For retail properties with narrow driveways, the second row tree on each side of the driveway need not be planted if it obscures retail visibility.

East Gateway - The East Gateway subarea extends from Portal Avenue to the City boundary adjacent to Tantau Avenue. The planting theme is an "Ash Grove." It features a relatively formal planting of Ash (*Fraxinus* species) in curbside planting strips and the center median. Similar to the Town Center subarea, this approach fills in and extends the tree plantings that presently exist along the street. It also combines with the "Oak Grove" in the West Gateway subarea to frame the Town Center subarea. Both will have a shady, somewhat rural visual character. Trees should be planted in rows on both sides of the sidewalk at approximately 35 feet on

center. Grass or low-growing groundcover may be used as the surface material. Commercial retail frontages should be planted with a single row of curbside trees to maintain commercial visibility. When these retail tree rows terminate near driveways and street corners, a short second row of trees should be planted. For retail properties with narrow driveways, the second row tree on each side of the driveway need not be planted if it obscures retail visibility. If a double row of mature ashes are already established along a commercial retail frontage, neither row of trees should be removed.

Locations for Civic Landmarks are also indicated on the Concept Plan. One Landmark is recommended for each of the three subareas. Conceptual designs are described under Appendix A.

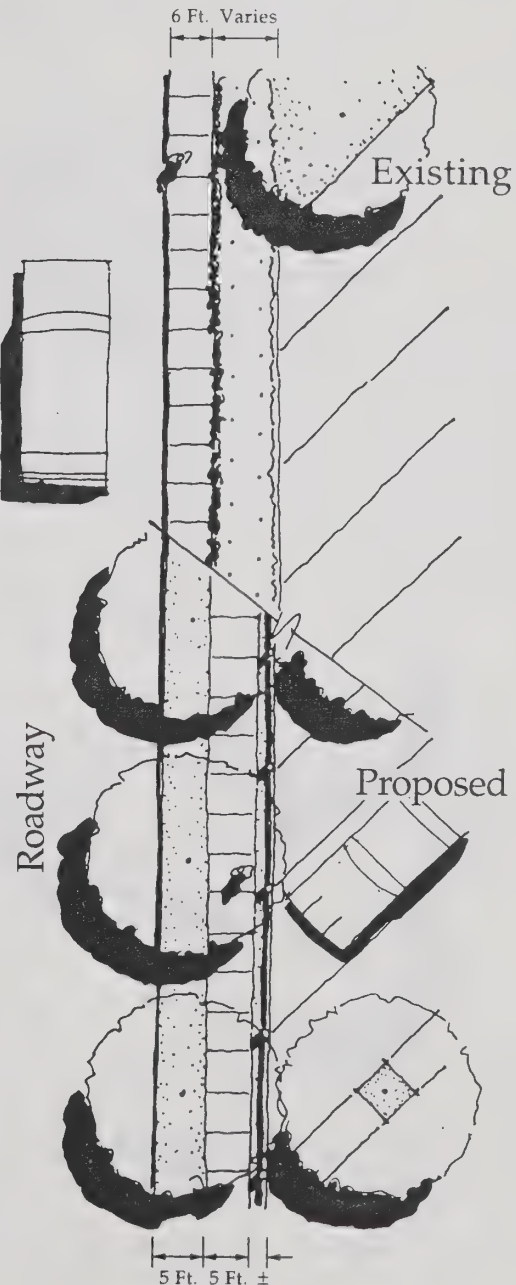
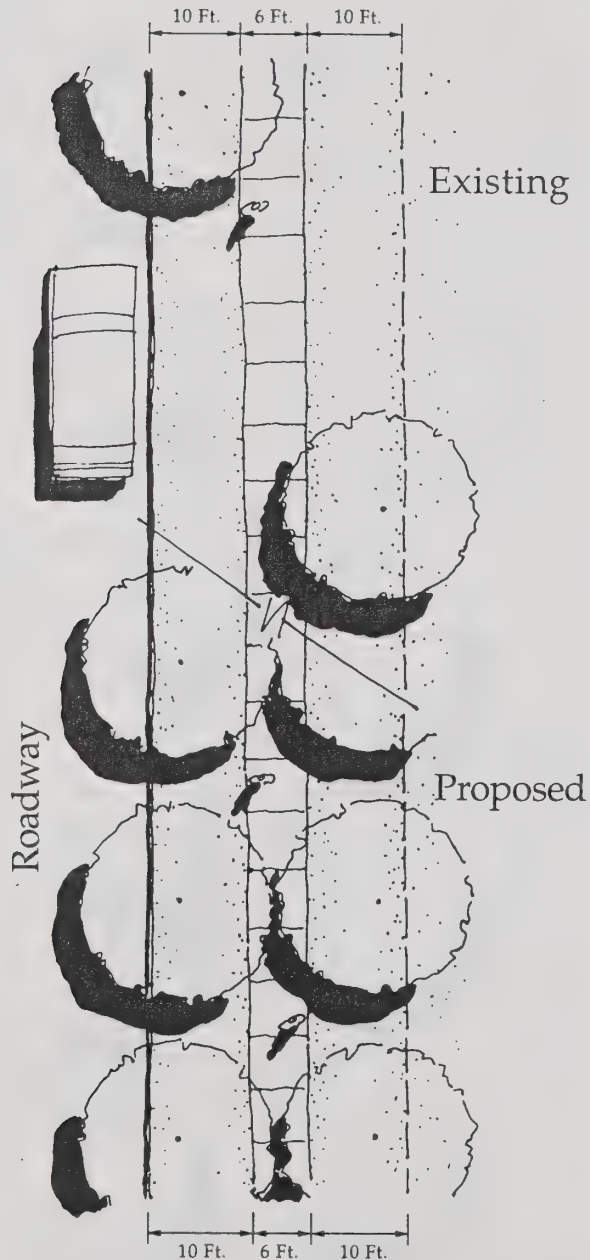
Frontage Renovation Conditions

A curbside planting strip 10 feet in width and a sidewalk a minimum of 6 feet in width should be established along the entire frontage of the street. In the Town Center and East Gateway subareas, a planting area 10 feet in width should also be established behind the walk to accommodate a second row of trees. Conditions along the street vary, however, and implementing the Design Concept in a uniform way will be difficult, at least for the near term. The Frontage Renovation Conditions plans on the following page illustrate typical existing frontage conditions and recommendations for responding to them to implement the Design Concept. Conditions are described below, from least to most constrained.

1) *Wide Landscape Easement with Planting Strip* - This condition is the model for the rest of the street. It contains a 10 feet planting strip and a 10 foot landscape easement adjacent to the sidewalk. It reflects City requirements for frontage landscaping that have been in place for the past twelve years and as such characterizes most of the new development along the street. Existing trees in these areas, however, rarely form consistent rows along the street. Additional trees should be added to create a double row of trees at a spacing consistent with the streetscape design. Existing trees of the recommended tree species should not be removed if spaced closer than the streetscape design. Over the long term when redevelopment of properties occurs, the wide landscape easement with planting strip will be implemented on all Town Center and East Gateway frontage properties.

2) *Curbside Walk with Landscape Easement* - A curbside planting strip up to 10 feet in width and a double row

Frontage Renovation Conditions



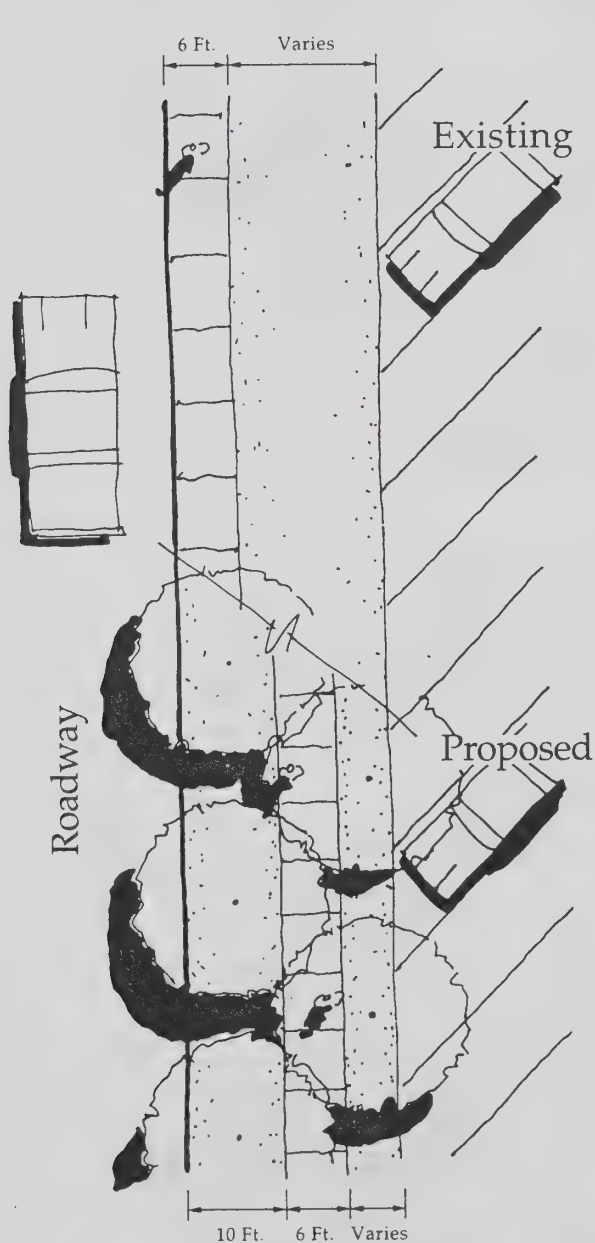
Wide Landscape Easement with Planting Strip:

- Infill Existing with New Trees to Create Consistent Spacing and Species.
- Typical: Majority of Frontages Within Town Center Area.

No Easement with Narrow Curbside Walk:

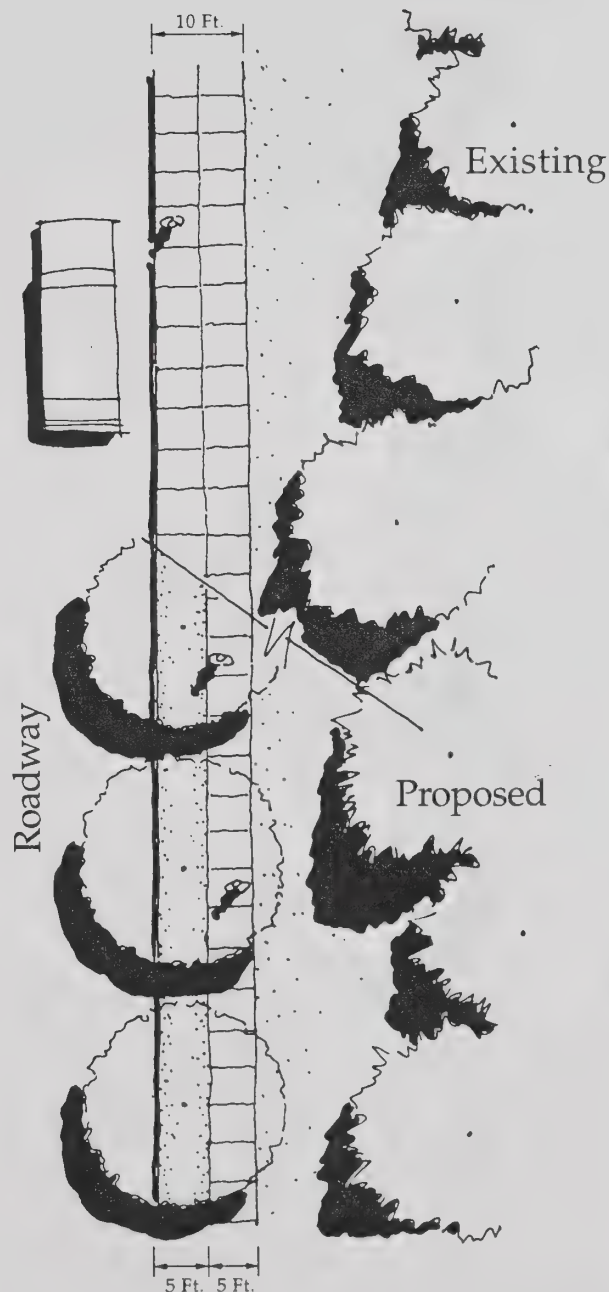
- Reverse Walk/Landscaping to Create Planting Strip.
- Install Consistent Row of Trees in Planting Strip.
- Screen Adjacent Parking with Low Fence or Hedge.
- Install Second Row of Trees in Parking Area as Feasible
- Typical: Frontages of Crossroads Center.

Frontage Renovation Conditions *(Continued)*



Modified Easement with Narrow Curbside Walk:

- Reverse Walk/Landscaping to Create Planting Strip.
- Install Consistent Row of Trees in Planting Strip.
- Install Second Row of Trees Back of Walk; Retain Grass/Landscaping.
- Typical: Frontage of Portal Plaza, Others.



No Easement with Wide Curbside Walk:

- Remove Curbside 1/2 of Walk to Create Planting Strip.
- Install Consistent Row of Trees in Planting Strip.
- Maintain Existing Trees/Landscape Back of Walk.
- Typical: De Anza College Frontage; Also Applicable to 'Fabricland,' Fire Station, and Other Frontages.

of trees can be established under this condition. However, because the width of the easement area varies, the second row of trees may need to be offset from the first row; see illustration.

3) *Wide Curbside Walk without Landscape Easement* - In this condition the entire curbside right-of-way is paved as a sidewalk. Levels of pedestrian activity along the street generally don't demand a walk this wide, and a curbside planting strip approximately 6 feet wide should be established by removing the curbside portion of the walk.

4) *Curbside Walk without Landscape Easement* - As illustrated, a monolithic curb, gutter and sidewalk exists with a relatively narrow planting area between the sidewalk and adjacent buildings and/or parking areas. There is no landscape easement adjacent to the right-of-way, and there is only 10 feet within the right-of-way. To implement the Streetscape Concept under these conditions the location of the walk and planting area needs to be reversed. A 5 feet curbside planting strip and a 5 feet sidewalk should be established within the right-of-way. Trees should be located in adjacent parking lots as feasible to establish a double row.

Tree species and planting strip groundcover materials depend upon the streetscape subarea. In general, however, condition (1) is typical in the Town Center subarea; (2) occurs in all subareas; (3) is typical in the Town Center subarea, and; (4) is typical in the West Gateway subarea.

Frontage improvements recommended within the right-of-way should generally be installed by the City. Those recommended outside the right-of-way should be improved as part of renovations to existing developments and properties, and/or required along with a wider landscape easement if redevelopment of a property occurs.

Street Furnishings

As new street trees are installed, the City should also begin to replace and augment the street's existing benches, trash receptacles and sidewalk lighting. General recommendations for these materials are listed in Appendix A which includes illustrations, product information and construction costs.

Civic Landmarks

Civic Landmarks are recommended to highlight each of the three streetscape and land use subareas. Con-

ceptual landmarks or designs are described below and illustrated on the following pages. The consultant's specific recommendations are described in Appendix A. For civic landmarks, the specific plan project priorities are: 1) landmark public art, Town Center Square and gateway entrances.

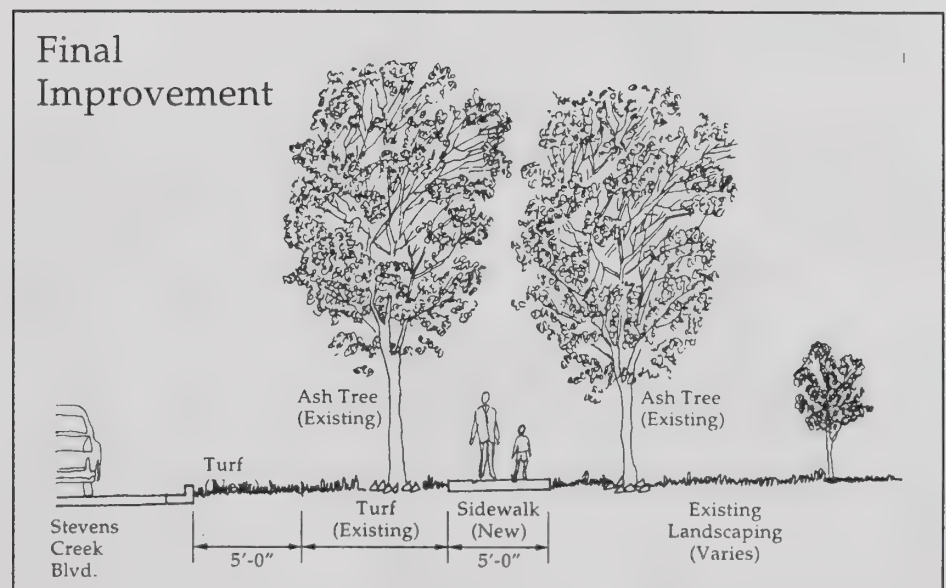
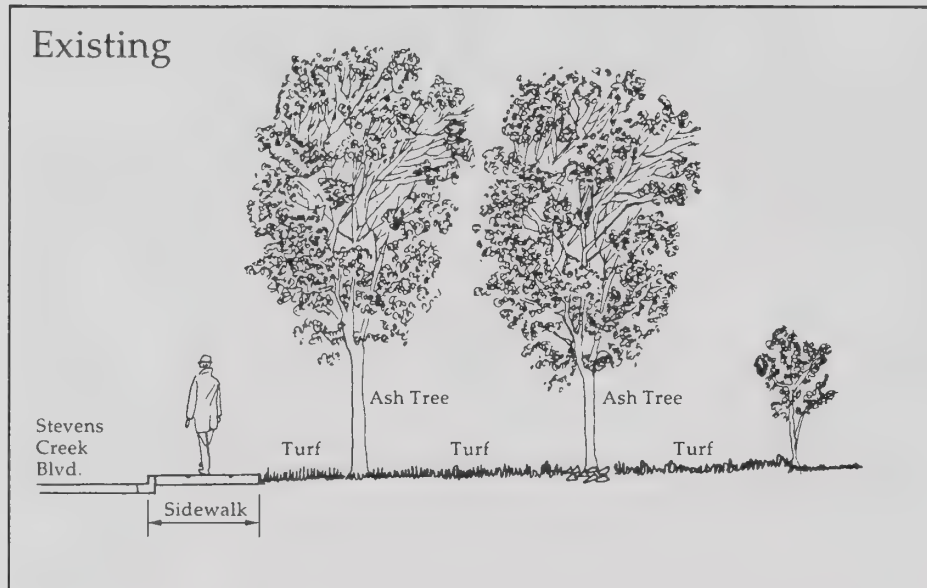
Town Center Square. Town Center park is adjacent to Cupertino's busiest intersection and is therefore one of the most visible locations in the community. It was a focus of both the General Plan process and the Stevens Creek Boulevard design charrette. A number of alternatives for its use and design were explored, among them developing all or a portion of the site with commercial uses as part of a larger Town Center development plan. Retaining the park as open space was preferred by participants and public officials and is the policy of the Specific Plan. However, developing commercial uses around the perimeter of the Square — i.e. retail, restaurant, personal and/or business services — is also a policy of the Plan. Commercial space should be incorporated into the first floor of a future development on the south side of the Square and the first floor of a future hotel on the east side of the Square.

The design of the Square is conceived as a landscaped, passive space, intensively planted with small to medium sized trees in an orchard-like setting. The Square design is intended to make a bold statement of the community and boulevard, rather than be viewed as another green space. The square should contain pedestrian features, seasonal landscape color, water features, uplifting and temporary activities designed to attract people, such as a farmers market.

Landmark Public Art. Consistent with the theme for the square, a landmark piece of public art is proposed adjacent to the Stevens Creek Boulevard and De Anza Boulevard intersection. The selection of the piece should be done in consultation with the Fine Arts Commission. For an agricultural theme, a large sundial as recommended by the consultant is a strong choice. A more detailed description of the consultant's specific recommendation is in Appendix A.

Gateway Entrances. Gateway entrances are proposed at both ends of the corridor. The entrances would span the entire roadway, and signify the entrance to the Heart of the City. The consultant's specific recommendation is described in Appendix A.

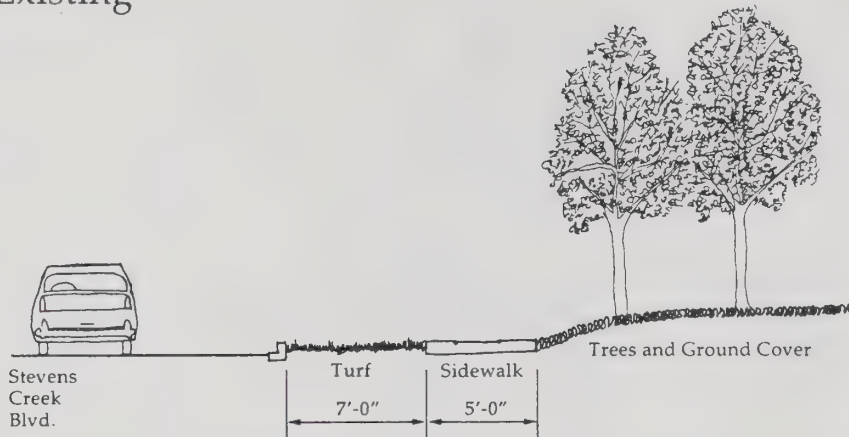
Other Frontage Renovation Conditions



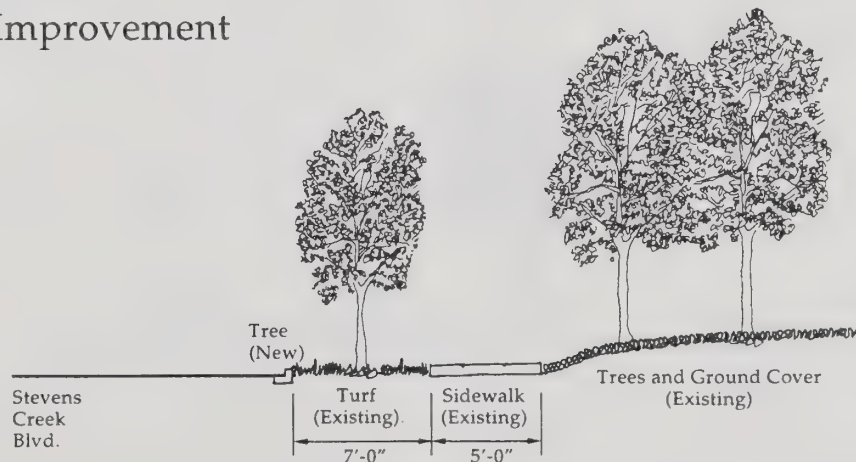
Other Frontage Renovation Conditions

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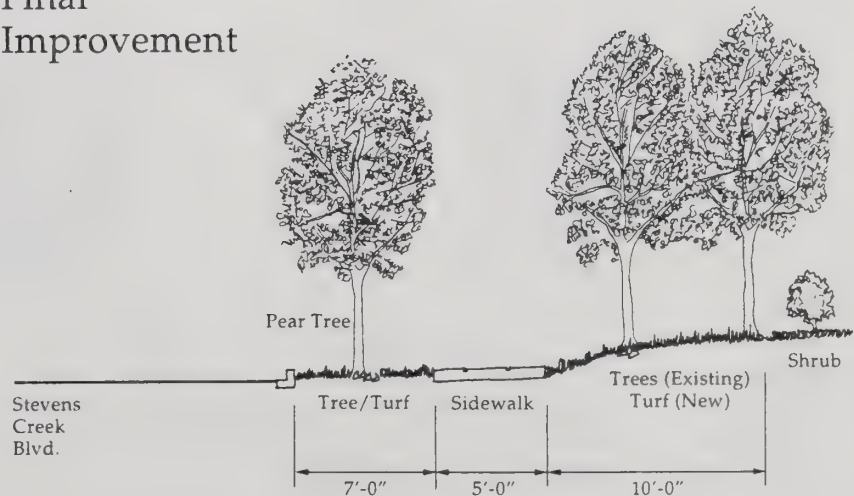
Existing



Interim Improvement



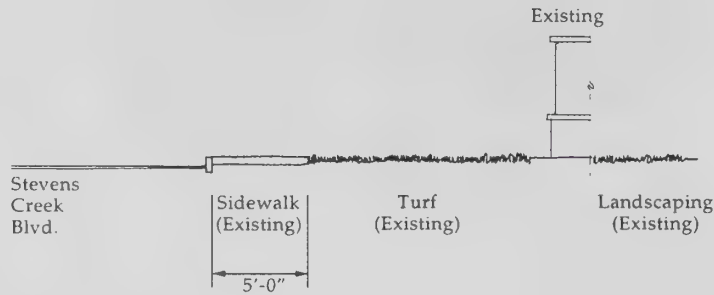
Final Improvement



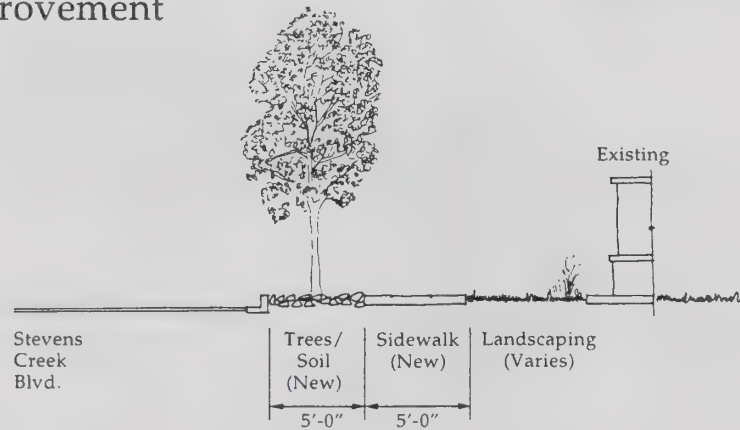
Other Frontage Renovation Conditions

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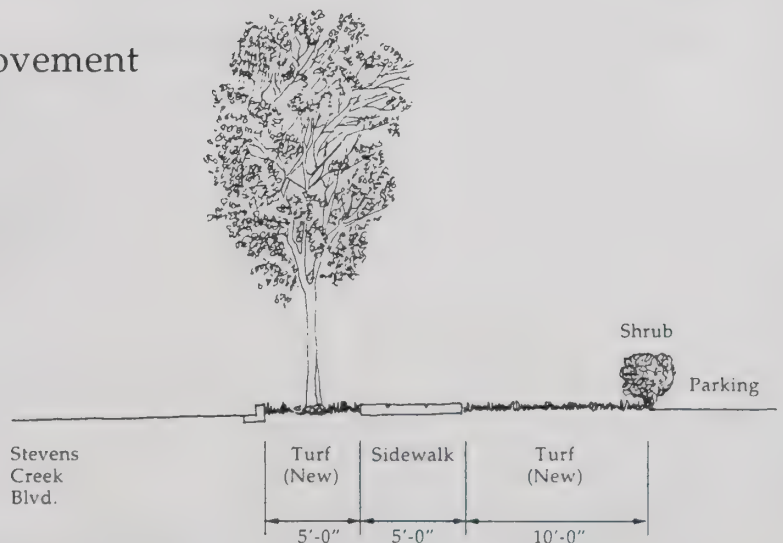
Existing



Interim Improvement



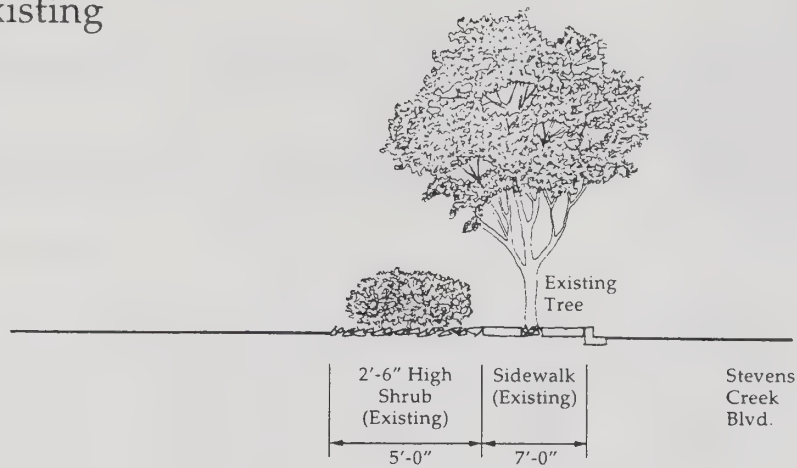
Final Improvement



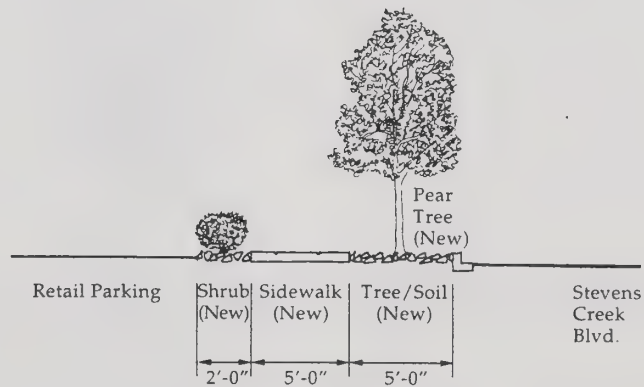
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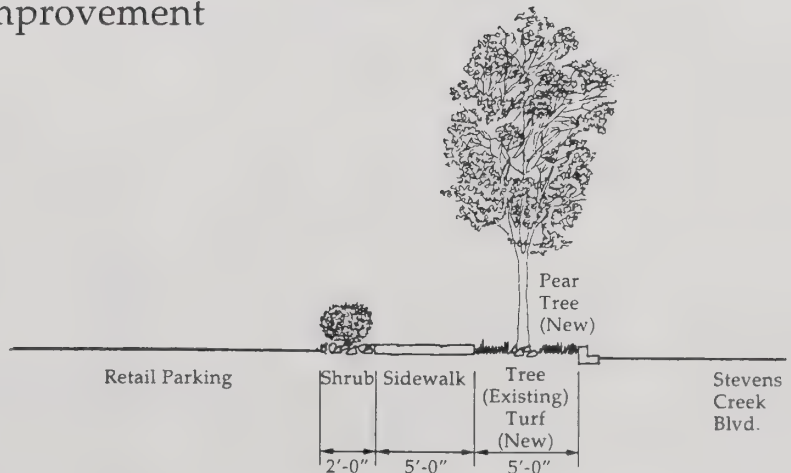
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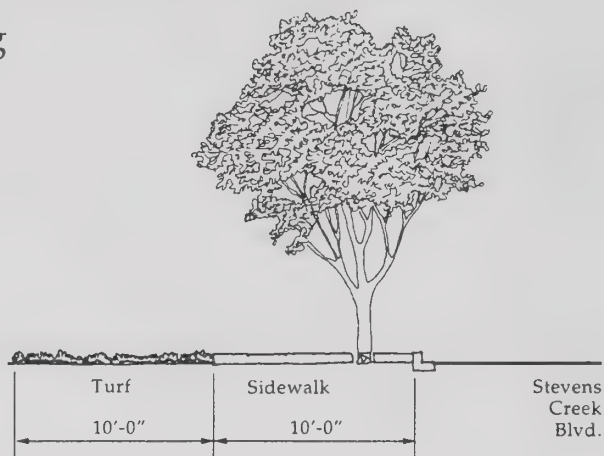
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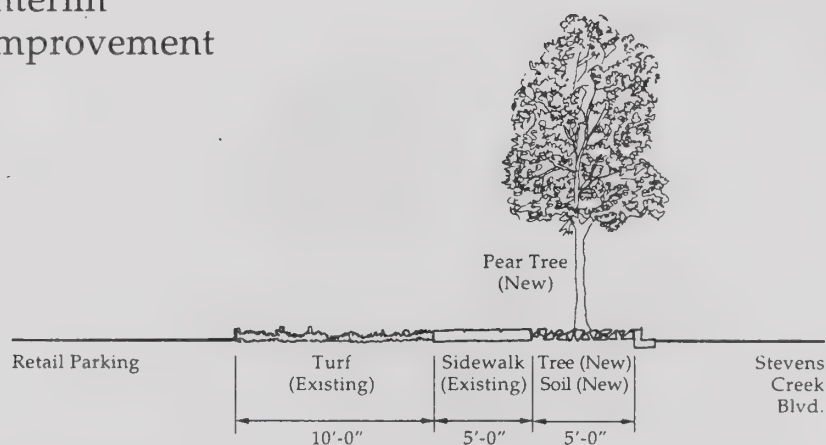
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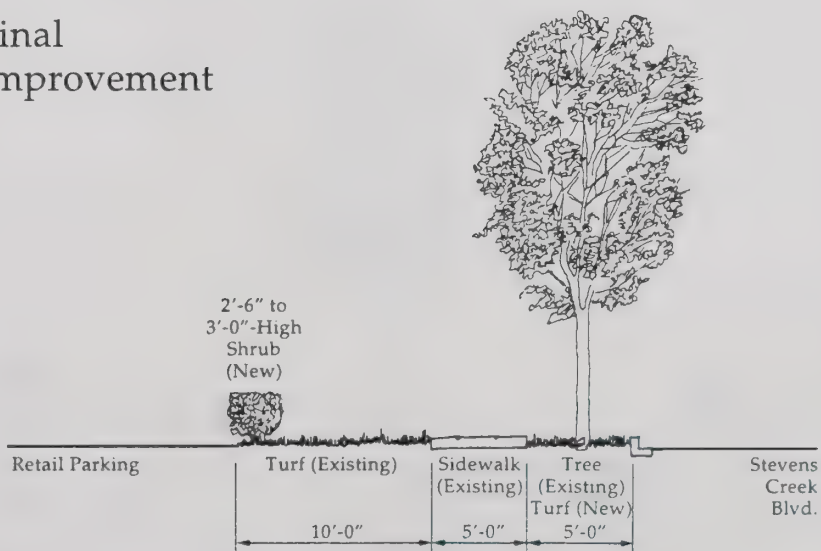
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Interim Improvement



Final Improvement



Development Standards and Design Guidelines

Background

The Development Standards and Design Guidelines contained in this Element provide regulatory support for the Specific Plan's land use policies. They are intended to promote high-quality private-sector development, enhance property values, and ensure that both private investment and public activity continues to be attracted to the Stevens Creek Boulevard corridor.

The Standards and Guidelines reflect the Community Design Goals of the 1993 General Plan, the "Parkurbia" streetscape concept that emerged from the "Heart of the City" design charrette, and the implementing streetscape improvement policies contained in the Specific Plan's Streetscape Element.

As noted throughout the Specific Plan, the "Parkurbia" concept promotes a "green" city, acknowledges Cupertino's agricultural past, and envisions Stevens Creek Boulevard as a landscaped parkway linking major centers of cultural, office, and retail use. However, Stevens Creek Boulevard must also accommodate a variety of development types outside of the three major activity centers, and a central objective of the Standards and Guidelines is to accommodate this variety within the overall parameters of the "Parkurbia" concept.

The Mixed-Use Parkway

The image of Cupertino is most on display along Stevens Creek Boulevard. The corridor is the central element of Cupertino's "public realm," where much of its public life occurs. Yet the corridor's hodge-podge appearance contributes little to the overall character of the community and is at odds with the orderly suburban character of its neighborhoods and business parks. Land uses, building forms, and landscaping vary from one property to the next. Logo-like commercial buildings, sleek offices, old and new shopping centers, parks, parking lots, gas stations, condominiums and apartments all "do their own thing," independent of one another.

Participants in the General Plan process and the Heart of the City Design Charette identified this lack of coherence as particularly undesirable, and identified a "parkway" design approach as a means of both bringing visual order to the street and reflecting the physical characteristics of the rest of the community.

The goals of the Standards and Guidelines are therefore:

- 1) Accommodate a continuous parkway/street-tree planting scheme that facilitates pedestrian activity, yet maintain the visibility and access needed for successful commercial retail businesses.
- 2) Promote visual compatibility between commercial, office, and residential development.
- 3) Allow commercial, office and residential development flexibility to meet different needs in terms of building form and site and frontage orientation.

The manner in which the Standards and Guidelines address these goals is summarized below:

Visibility: The Standards and Guidelines implement the parkway frontage concept established in the Streetscape Element of the Specific Plan. They require that all new development provide a frontage landscape easement that extends twenty six feet back from the curb. The easement will accommodate a curbside planting strip, sidewalk, and either a single row or double row of street trees.

However, visibility of development from the roadway is important for most types of development. Because businesses market goods and services directly to motorists, it is essential for commercial retail development. The Standards and Guidelines therefore contain the following provisions to maintain visibility:

- 1) Landscaping requirements for frontage parking

lots are reduced for front-facing commercial buildings.

- 2) Building-from-curb setbacks are reduced from the previous 50' standard to 35';
- 3) Total area permitted for commercial wall signs is increased from 1 square foot per linear foot of store frontage to 1.5 square feet.

In addition: (a) design guidelines encourage buildings to include taller architectural features that make them more visible, and; (b) the Streetscape Element contains policies for installing trees with canopies high enough to allow visibility of adjacent properties.

Compatibility: The Standards and guidelines do not require a particular architectural style or styles. However they do encourage a common approach in terms of architectural features. For example, all buildings are required to have a main building entrance visible from the street frontage, and all buildings are encouraged to have an architectural base, a consistent arrangement of building masses, and an attractive roof or roofline.

In addition to the consistent parkway frontage, elements of agricultural landscaping and pedestrian scale character — “orchard” tree plantings, hedges, trellises and arbors, and pedestrian-height light fixtures — are emphasized. Clearly-defined walking paths connecting public sidewalks, prominent building entries, courtyards, and parking areas are required. Properties are buffered along side and rear lot lines by fences and/or walls and evenly-spaced “wind row” tree plantings.

Flexibility: Different forms of development typically exhibit different on-site relationships between buildings, parking, street frontages, and landscaped areas: Maximum visibility, minimal landscaping, and a frontal relationship of buildings to the street frontage is typically preferred for commercial development. Some amount of visibility combined with attractive landscaping is preferred for office buildings, with the relationship of buildings to street frontages varying from site to site. Dense screening and landscaping is preferred for residential development, with buildings often oriented away from street frontages.

The Standards and Guidelines encourage buildings to be located in relatively close proximity to the front-

age to increase visibility, and architectural and site improvement provisions encourage compatibility in terms of the general appearance of development, as noted above. However, on-site relationships may vary from development type to development type. Commercial buildings may have parking lots adjacent to the frontage. Office buildings may be set back behind larger, landscaped front yard areas, with parking to the side or rear, and residential development may side onto or face the street frontage with an attractive screen wall or fence adjacent to the parkway planting area.

Using the Standards and Guidelines

Development Standards address those aspects of development that are essential to achieve the goals of the Specific Plan. They are specifications for site development and building design, such as permitted land uses, building height, and setbacks. Standards must be adhered to and typically employ the word “shall.”

Design Guidelines, on the other hand, provide guidance for new development in terms of more subjective considerations, such as district character or design details. They also serve as criteria for design review by City staff and the Planning Commission. Guidelines typically employ the word “should.” Variations are permitted if they will substantially aid in meeting the overall principles and objectives of the Specific Plan.

Illustrative Building Prototypes for each land use type illustrate application of the Standard and Guidelines and the forms of development desired by the City.

Standard and Guidelines begin on the following pages:

Development Standards

Commercial Development - Page 23

Multi-Unit Residential Development - Page 27

Design Guidelines

Commercial Retail Development - Page 30

Commercial Office Development - Page 35

Multi-Unit Residential Development - Page 38

Site Improvements and Landscaping - Page 42

Development Standards

Commercial Development Standards

1.01.010 Description

Standards and guidelines accommodate a variety of different types of commercial development, from stand-alone single-tenant buildings to small convenience centers, office buildings and large shopping centers. Buildings are encouraged to be located closer to the street frontage for visibility.

The development standards generally require that surface parking areas should generally be located to the side or rear of buildings, with shade trees in an “orchard” planting arrangement. However, a single bay of parking with minimal landscaping is permitted in front of buildings to maintain visibility. Amenities, such as benches, pedestrian-scale lighting, and planters are encouraged along building frontages, where they will be visible from Stevens Creek Boulevard.

1.01.020 Land Use

A. Permitted Uses

1. Retail Sales and Services Within a Building or Enclosed Patio or Atrium - including the following:
 - a. Retail - such as food stores, (excluding convenience markets), drugstores, apparel stores and hardware stores.
 - b. Personal services - such as barber shops, beauty parlors, shoe repair shops and tailor shops.
 - c. Business services.
 - d. Building, electrical, and plumbing materials sales.
 - e. Banks, financial institutions, insurance and real estate agencies, travel agencies, photography, and similar studios which directly serve the public.
2. Business and Professional Offices.
3. Public and Quasi Public Buildings and Uses - of a recreational, educational, or public service type.
4. Other Permitted Uses - as specified in the City’s General Commercial (CG) Zoning district.

B. Conditional Uses

1. Residential over Retail - with a maximum density of thirty five (35) units per acre, provided:
 - a. Minimum development increment - is one (1) acre.

- b. Development standards and design guidelines - for Multi-Unit Residential are followed.
- 2. Office Over Retail - provided development standards and design guidelines for office use are applied as appropriate.
- 3. Other Conditional Uses - as specified in the City's General Commercial (CG) Zoning district.
- C. Minimum Parcel Sizes** - for previously unsubdivided properties are listed below. Existing legally-created lots are exempt from these minimums:
 - 1. Commercial Retail Development - ten thousand (10,000) square feet and/or one hundred (100) linear feet of frontage for permitted uses.
 - 2. Commercial Office Development - one half (1/2) acre.

D. Maximum Development Intensity

- 1. Commercial Retail Development - Applicants must apply for an allocation from the retail commercial development allocation pool.
- 2. Commercial Office Development - a floor-area ratio (FAR) of 0.37. Private property dedicated for public landscape frontage improvements shall not be subtracted from the net lot area for the purposes of calculating the floor -area ratio.

1.01.030 Building Height, Setbacks and Orientation

A. Height - as measured from sidewalk to top of cornice, parapet, or eave line of a peaked roof shall be as follows:

- 1. Maximum - three (3) floors or thirty six (36) feet.
- 2. Minimum - ten (10) feet to eave line for a sloped roof fourteen (14) feet to parapet for a flat roof
- 3. Exceptions - subject to City review. Maximum excepted height shall be 45 feet.
 - a. Above subsurface parking - buildings may exceed the maximum height by five (5) feet; subsurface structures shall extend no higher than five (5) feet above finished grade.
 - b. Sloping portions of roofs - may exceed height limits provided they are gable or other non-shed roofs not exceeding 6:12 slope.
 - c. City Center and Cross Road Corner properties - Special building height maximums apply; see General Plan.

B. Front Setbacks

- 1. Minimum Setback - for new development shall be nine (9) feet from the required Boulevard Landscape Easement; see section 1.01.040.D., below.
- 2. Corner Parcels - setback requirement applies to both frontages (e.g., corner parking lots generally not permitted); minimum frontage requirement recommended but not required.
- 3. Exception: Special Architectural Features - subject to City review: entrance porticoes, canopies, and or other features may extend up to four (4) feet into the front setback area.

C. Minimum Side And Rear Setbacks

1. Minimum Side Setback - for new development shall be one-half (1/2) the height of the building, or ten (10) feet, whichever is greater. When adjacent properties are jointly developed as they may occur in a shopping center the setbacks between buildings may be reduced to zero when it promotes pedestrian access.
2. Minimum Rear Setback - for new development along developed or zoned residential properties the rear setback shall be equal to one and one-half (1.5) times the height of the building with a minimum setback of 20 feet.
3. Planned Mixed Use Developments - may reduce the minimum side and rear setbacks between onsite buildings within a common master plan in accordance with an approved development plan.

D. Building Orientation - The main building entrance to all buildings shall be located on the front building facade, a fronting building corner, or a side-facing facade visible from the street frontage. Exceptions may be permitted subject to City review.

1.01.040 Site Development and Parking

A. Access

1. Direct Pedestrian Access - in the form of a walkway shall be provided from the Stevens Creek Boulevard sidewalk to the main building entrance; i.e., pedestrian access to building entrances shall not require walking between parking spaces. If pedestrian access ways cannot be separated from parking bays and/or circulation aisles, they must be distinguished by a different paving material.
2. Vehicular Access/Curb Cuts - shall be shared wherever possible.
 - a. Maximum Number - of curb cuts associated with a single tenant building shall be one (1) two-way curb cut or two (2) one-way curb cuts on Stevens Creek Boulevard.
 - b. Maximum Width - of curb cuts shall conform to City standard details. For a single property, no more than one third (1/3) of the property frontage should be devoted to two-way curb cuts.
 - c. Driveway Setbacks - shall be a minimum of five (5) feet from adjoining properties.
 - d. Drop-Off Areas - shall be provided at both the main (street front) building entry and the secondary (parking side) building entry.
 - e. Service Access - shall be from rear parking areas. Service access should avoid locating next to residential areas whenever possible.

B. Parking

1. Minimum Requirements - per the City of Cupertino Zoning Code.
2. Location of Surface Lots - shall generally be to the side and/or rear of buildings. A single bay of parking may be provided in front of buildings with minimal landscape standards. However, broad expanses of parking along the frontage are not consistent with the overall character desired for Stevens Creek Boulevard.

3. The Perimeter of Parking Lots and Driveways - adjacent to the Stevens Creek Boulevard frontage and sidewalks shall be screened with an attractive low masonry wall or hedge. The perimeter of parking areas adjacent to the side and/or rear property lines shall be screened with a wall or fence. See "Site Improvements and Landscaping" for wall, fence, pier, and pedestrian access guidelines.
4. Handicapped Accessibility Standards - Refer to California State Accessibility Standards - Interpretive Manual; latest edition.

C. Common Open Space For Commercial (Office Or Retail) Development - A minimum area equal to two and one half percent (2.5%) of the gross floor area of buildings of twenty thousand (20,000) square feet or more, or restaurants of ten thousand (10,000) square feet or more shall be provided for passive recreational use, such as a garden sitting area or outdoor eating area. Plazas and courtyards shall include outdoor seating. Such areas shall be integrated into the project site design and/or situated in the parkway landscape easement.

D. Landscaping and Screening

1. Parkway Landscape Easement - All new development shall establish an easement twenty six (26) feet in width along the Stevens Creek Boulevard frontage. New development shall be defined as a twenty five per cent (25%) or greater increase in floor area or a 25% or greater change in floor area resulting from use permit or architectural and site approval within twelve (12) months.
 - a. Easement Improvements - The easement shall consist of a curbside planting strip ten (10) feet in width, a sidewalk six (6) feet in width, and a back-of-walk planting strip ten (10) feet in width. Planting strip areas shall contain grass and street trees in accordance with the policies of the Streetscape Element.
 - b. Special Condition: View Corridors - Area(s) may be clear of boulevard street trees to allow for unobstructed views of buildings and/or signage. This area shall include necessary curb cuts and driveways. It shall be a minimum of sixty (60) feet between trees and a maximum of one third (1/3) the length of the parcel frontage, not to exceed one hundred twenty (120) feet between trees per opening. Parking area lot trees within the view corridor may also be cleared to allow for unobstructed views of buildings and signs in this area.
2. Adjacent to Designated or Developed Residential Properties - attractive screen fencing or walls shall be provided along the property line to screen buildings, service areas, and parking areas; a minimum five (5) foot planting area shall be established within and adjacent to the fence or wall with evergreen trees planted at a minimum spacing of twenty five (25) feet on center.
3. Trash and Service Equipment - including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or architectural means. Such areas should be located away from residential areas whenever possible.
4. Screen Fences and Walls - not adjacent to streets and sidewalks shall be a minimum of six (6) feet in height and a maximum of eight (8) feet in height. Where a commercial and residential property share a common property line, the sound wall separating the uses shall have a minimum height of eight (8) feet. (See Design Guidelines for recommendations on type and materials.)
5. Plant Materials - See "Site Improvements and Landscaping" section.
- F. Signs** - shall conform to City of Cupertino sign ordinance. However, the following provisions shall apply in the Specific Plan Area to offset the reduction in visibility associated with the parkway frontage improvements:

1. Maximum Building-Mounted Sign Area - for commercial retail development shall be one and one half (1.5) square feet per one (1) linear foot of tenant frontage.

Multi-unit Residential Development Standards

1.02.010 Description

Standards and guidelines promote development that is compatible both with nearby neighborhoods and with existing and planned development along Stevens Creek Boulevard. Mixed residential and retail development are encouraged. Buildings will be a maximum of three stories in height. Sub-surface parking is recommended; however, where needed, surface parking lots will be located to the side or rear of buildings and planted with shade trees in an "orchard" arrangement.

1.02.020 Land Use

A. Permitted Uses

1. Residential - at a maximum density of thirty five (35) units per acre; minimum density shall be eight (8) units per acre. For mixed residential and commercial developments this shall be net density, excluding parking and/or land areas devoted to the commercial portion of the development.

B. Accessory Uses

1. Customary Home Occupations - subject to City review.
2. Offices - incidental and necessary to the conduct of a permitted use.
3. Accessory Uses and Buildings - customarily appurtenant to a permitted use.

C. Conditional Uses

1. Retail and Personal Services along the Stevens Creek Boulevard frontage - if incorporated as part of a mixed residential and commercial development. Commercial standards and commercial retail guidelines shall apply to the commercial portion of the development as appropriate.
2. Additional Uses - determined by the City to be supportive of those listed above.

D. Minimum Parcel Size - shall be one half (1/2) acre.

1.02.030 Building Height and Setbacks

A. Height - as measured from sidewalk to top of cornice, parapet, or mid-point of a peaked roof shall be as follows:

1. Maximum - three (3) floors or thirty six (36) feet.
2. Exceptions - subject to City review: The maximum excepted height is forty five (45) feet.
 - a Above Subsurface Parking - buildings may exceed the maximum height by three and one half (3.5) feet. Developments with a frontage of over two hundred (200) feet may exceed the height limit by an average of three and one half (3.5) feet with a maximum height of five (5) feet above the height limit.

- b. Special Architectural Features - such as towers or cupolas to a maximum excepted height of forty five (45) feet.
- c. Rooftop Structures - such as elevator and mechanical equipment enclosures, roof decks, trellises and gazebos. These may exceed the 36-foot height limit by nine (9) feet, provided they are set back a minimum of ten (10) feet from building walls and are screened.

B. Front Setbacks

- 1. Minimum Setback - shall be nine (9) feet from the required Parkway Landscape Easement; see section 2., below.
- 2. Parkway Landscape Easement - All new development shall establish an easement twenty six (26) feet in width along the Stevens Creek Boulevard frontage. New development shall be defined as a twenty five per cent (25%) or greater increase in floor area or a 25% or greater change in floor area resulting from use permit or architectural and site approval within twelve (12) months.
 - a. Easement Improvements - The easement shall consist of a curbside planting strip ten (10) feet in width, a sidewalk six (6) feet in width, and a back-of-walk planting strip ten (10) feet in width. Planting strip areas shall contain grass and street trees in accordance with the policies of the Streetscape Element.
- 3. An Attractive Screen Wall - shall be located along the minimum setback line unless the building is designed with main entrance(s) facing Stevens Creek Boulevard. This wall shall be a maximum of eight (8) feet in height and of the same and/or complementary materials and detailing as the principal building(s); see Design Guidelines for walls under "Site Improvements and Landscaping." The wall shall include a minimum of one (1) and preferably more pedestrian entrance gates with walks leading to the main public sidewalk.

C. Side And Rear Setbacks

- 1. Minimum - twenty (20) feet from property lines and thirty (30) feet between buildings.
- 2. Exceptions - subject to City review:
 - a. Uninhabitable building elements - such as chimneys and projecting eaves up to five (5) feet;

1.02.040 Site Development and Parking

A. Driveways - to on-site parking garages or lots shall reflect the following criteria:

- 1. Ramping driveways - shall be located beyond the back of sidewalk, with a maximum grade of twenty percent (20%) and adequate sight distance.
- 2. Setback from adjacent properties - shall be a minimum of five (5) feet.
- 3. Setback from adjacent buildings - shall be a minimum of three (3) feet.
- 4. Maximum number of curb cuts - shall be one (1) two-way curb cut or two (2) one-way curb cuts per one hundred fifty (150) feet of frontage. In mixed residential and commercial developments at least one curb cut shall be shared by both uses.
- 5. Maximum width of curb cuts - shall conform to City standard details.

B. Building Access

1. Direct Pedestrian Access - in the form of a walkway shall be provided from the Stevens Creek Boulevard sidewalk to the main building entrance; i.e., pedestrian access to building entrances shall not require walking between parking spaces. If pedestrian access ways cannot be separated from parking bays and/or circulation aisles, they must be distinguished by a different paving material.
2. Common Entrances - should serve no more than twelve (12) units. Common entrances may incorporate access from underground parking garages and/or from common project outdoor open spaces.

C. Outdoor Space - Common, usable outdoor space shall be provided for all multi unit buildings. A minimum of one hundred fifty (150) square feet shall be provided for each unit excluding required setback areas; see Design Guidelines. Private outdoor space shall also be provided with at least sixty (60) square feet for each unit. Private space shall be in the form of a patio or deck attached to the unit, not less than six (6) feet clear in any dimension.

D. Parking

1. Requirements - per City of Cupertino Zoning Code.
2. Subsurface Garages - The majority of parking should be depressed partially below grade. The finished first floor height should be no more than three and one half (3.5) feet above sidewalk grade; this may be averaged but shall not exceed height of five (5) feet above sidewalk grade.
3. Surface Parking Lots - shall always be to the rear or side of buildings; in no case shall surface parking lots be closer to surrounding public walks than twenty (20) feet. The perimeter of parking areas and driveways adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers. (See "Site Improvements and Landscaping" section for guidelines for wall and fences).
4. Garage Doors - or gates shall be provided for all garages. Maximum width for common garage entrances shall be twenty (20) feet for double doors and ten (10) feet for single doors.

E. Site And Public Improvements

1. Side Street Trees - Shade trees at a spacing of approximately twenty-five (25) feet on center shall be planted within required curbside planting strips.
2. Special Condition: Stevens Creek Boulevard - A wall or fence shall be provided along the setback line.
3. Screen Fences or Walls:
 - a. Adjacent to commercial development - attractive screen fences or walls shall be provided along property lines to screen service areas and parking areas.
 - b. Height of screen fences and walls - not adjacent to streets and sidewalks shall be six (6) feet in height. (See "Site Improvements and Landscaping" section for recommendations for type and materials.)

4. Trash and Service Equipment - including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Service areas should be located away from residential areas whenever possible.
 - a. Rooftop equipment - shall be screened on all sides and shall be integrated architecturally in the building design.
 - b. Recycling containers - locations shall be included in design plans.
5. Plant Materials - see "Site Improvements and Landscaping" section.

F. Building Design

1. Architectural Forms - common to Cupertino's residential areas shall be used.
2. Variety in the Design of Building Facades - shall be required so that block frontages are varied and attractive.
3. Privacy - Buildings shall be designed and/or arranged to avoid windows facing windows across side and rear building setback areas.

Single-Family Residential Development Standards

1.03.010 Description

Standards promote retention and development viability of single-family residential sized lots in the transition area between Stevens Creek Boulevard fronting development and single-family neighborhoods in the vicinity of Tantau, Judy, Bret and Stern Avenues. Standards apply to existing lots 10,000 square feet or less in area and 225 feet or more in distance from Stevens Creek Boulevard.

1.03.20 Land Use

A. Permitted Uses

1. Single-Family Residential - at a density range of 1-5 units per acre.
2. Other permitted uses in the R-1 single-family residential zoning district.

B. Accessory Uses

1. Customary Home Occupations - subject to City review.
2. Accessory Uses and Buildings - customarily appurtenant to a permitted use.

C. Conditional Uses

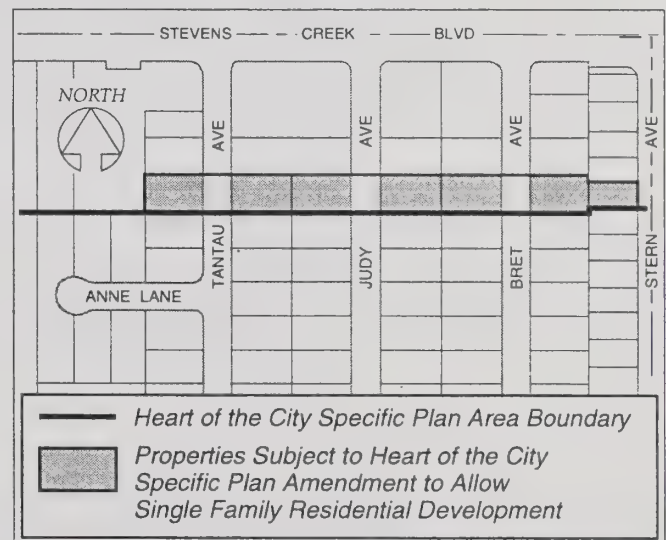
1. Conditional uses as allowed in the R-1 single-family residential zoning district.

1.03.30 Building Height and Setbacks

1. Building heights and setbacks are as allowed in the R-1 single-family residential zoning district.

1.03.40 Other Site Development Regulations

1. Other site development regulations applicable in the R-1 single-family residential zoning district shall apply to lots affected by these single-family residential development standards as shown in the figure.



Exception Process for Development Standards

In order to provide design flexibility in situations when small lot size, unusually shaped parcels, or unique surrounding land uses make it difficult to adhere to the development standards and where all efforts to meet the standards have been exhausted, an applicant for development may file an exception request to seek approval to deviate from the standards. The possibility of lot consolidation, if an exception is needed for a substandard parcel, shall be evaluated. The exception process shall not be used to increase land use intensity or change permitted land uses.

- A. An exception for development standards can be approved if the final approval authority for a project makes all of the following findings:
 - 1. The proposed development is otherwise consistent with the City's General Plan and with the goals of this specific plan and meets one or more of the criteria described above.
 - 2. The proposed development will not be injurious to property or improvements in the area nor be detrimental to the public health and safety.
 - 3. The proposed development will not create a hazardous condition for pedestrian or vehicular traffic.
 - 4. The proposed development has legal access to public streets and public services are available to serve the development.
 - 5. The proposed development requires an exception which involves the least modification of, or deviation from, the development regulations prescribed in this chapter necessary to accomplish a reasonable use of the parcel.
- B. An application for exception must be submitted on a form as prescribed by the Director of Community Development. The application shall be accompanied by a fee prescribed by City Council resolution, no part of which shall be refundable, to the applicant. Upon receipt of an application for an exception, the Director shall issue a Notice of Public Hearing before the Planning Commission for an exception under this chapter in the same manner as provided in section 19.120.060 (relating to zoning changes). After a public hearing, and consideration of the application in conjunction with the mandatory findings contained in subsection A above, the Planning Commission shall approve, conditionally approve or deny the application for an exception. The decision of the Planning Commission may be appealed to the City Council as provided in Section 19.136.060.
- C. An exception which has not been used within two years following the effective date thereof, shall become null and void and of no effect unless a shorter time period shall specifically be prescribed by the conditions of such permit or variance. An exception permit shall be deemed to have been used in the event of the erection of a structure or structures when sufficient building activity has occurred and continues to occur in a diligent manner.

Design Guidelines

Commercial Retail Development Guidelines

2.01.010 Description

The Design Guidelines promote buildings that assume some of the communication functions of signs. Through their overall form and appearance buildings should communicate more than just a business name to a motorist who is shopping by car — how many businesses are there? where to park? where to enter the building?

A “building as sign” is taller than a typical one-story building, with a distinctive silhouette. It is located in close proximity to the street frontage. The driveway and main building entrance is identified by a taller architectural form, which is an excellent location for mounting a sign visible from a car.

- A. Building Increment** - Long facades should be divided into shorter segments or modules. Modules along the Stevens Creek Boulevard frontage are recommended to be twenty-five (25) feet long and a maximum of fifty (50) feet long, and should be separated by changes in the building mass or facade treatment, such as a projected entrance or window volume(s), notch, roof form, or other architectural feature.
- B. Special Architectural Features** - should accent buildings at the main building entrance, adjacent to entrance drives, and/or at building corners.
- C. Facade Composition** - Every building and/or individual tenant space should have a base; a clear pattern of openings and surface features; a prominent main entrance; and an attractive, visually interesting roofline. The building should convey quality materials.
 - 1. **Building Base** - This may be as simple as a visual thickening of the wall where the building touches the ground, a different surface material and/or wall color, or a different design treatment for the ground floor in a two-story building facade.
 - 2. **Pattern of Openings and Surface Features** - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless wall areas to relieve blank, uninteresting surfaces and applied to side and rear elevations of the building.
 - 3. **Building Entrances** - should be easy to identify and distinguish from the rest of the building.
 - 4. **Rooflines** - should be simple, changing shape to reflect important building masses, tenants below, and/or other important internal building functions.
- D. Windows** - are an important element of facade composition and an indicator of overall building quality:

Commercial Retail Development

Small Commercial Center

Shopping center frontage improved with pedestrian "Streetscape" elements; e.g. ornamental lights, benches and other furnishings visible from Stevens Creek Boulevard.

A maximum of one bay of parking is recommended in front of building.

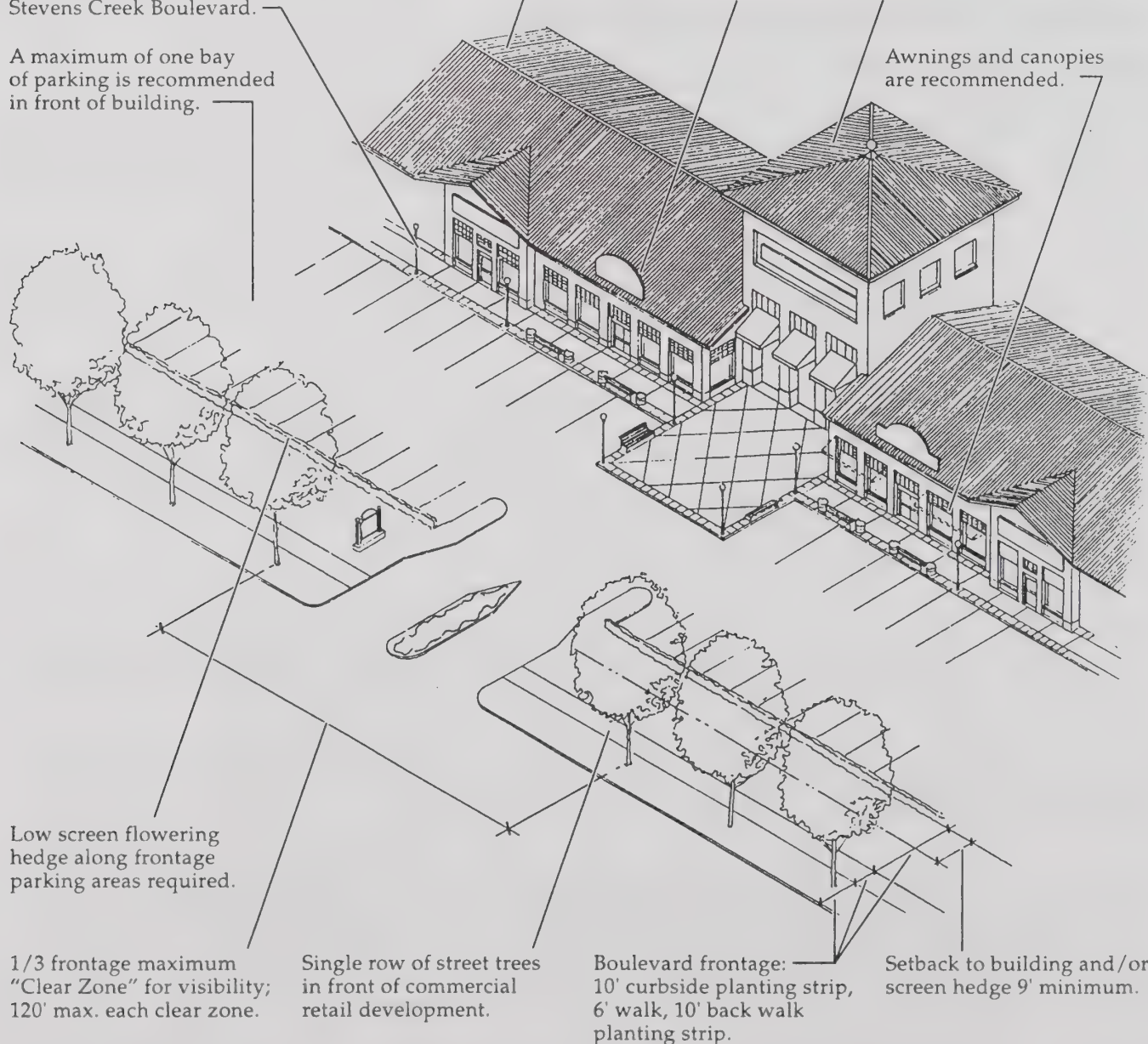
Long facades should be divided into shorter segments; max 50' recommended.

Slopes and/or parapet roofs recommended.

Signs should be an integral part of the architectural composition.

Special, taller architectural features should be located at main building entrances, entrance drives, and/or other highly visible locations.

Awnings and canopies are recommended.



Low screen flowering hedge along frontage parking areas required.

1/3 frontage maximum "Clear Zone" for visibility; 120' max. each clear zone.

Single row of street trees in front of commercial retail development.

Boulevard frontage: 10' curbside planting strip, 6' walk, 10' back walk planting strip.

Setback to building and/or screen hedge 9' minimum.

Every building and/or individual tenant space should have a clearly defined base, pattern of window openings, recognizable main entry, and interesting roofline.



1. Window/Wall Proportion - In general, upper stories should have a window-to-wall area proportion that is smaller than that of ground floor storefronts.
 2. Window Openings - should generally be vertical or square in shape. Horizontally-oriented openings generally make buildings appear squat and massive.
 3. Window Inset - Glass should be inset a minimum of 3" from the window frame or from the exterior wall surface to add relief to building surfaces; this is especially important for stucco buildings.
 4. Shaped Frames and Sills - should be used to enhance openings and add relief to wall surfaces.
- E. Roofs** - Parapets and/or shallow gable, hip, or other two-slope roofs are recommended for all buildings (see illustrative Prototypes):
1. Roof Slopes - should be between 3:12 and 6:12.
 2. Roofs Should Extend - across a minimum of 75% of the building frontage.
 3. Roof Ridges - should be aligned to be parallel and/or perpendicular to the street frontage.
 4. Roof Overhangs - are strongly recommended. Overhangs should be a minimum of three (3) feet, with additional articulation in the form of support struts, gutter fascia, and/or exposed beams/rafter ends.
 5. Materials - The following roofing materials are typical for the district: metal seam made of aluminum, galvanized steel or other coated steel, recommended finishes are anodized, fluorocoated or painted. For copper and lead, recommended finishes are natural or oxidized. Clay, ceramic or concrete tile may also be appropriate if consistent with the desired building character. Tar and gravel, composition, or elastomeric roofs should be screened by roofed parapets. Asphalt shingle roofs are not recommended.
- F. Signs** - Guidelines 1 through 4 below apply to building-mounted signs.
1. Sign Location - Signs should be mounted on parapets, towers, turrets, recessed wall areas, and/or other architectural features specifically designed for them. Flush-mounted and painted wall signs should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, pilasters, arches, clerestory windows, roof eaves, or cornice lines should be used as a frame.
 2. Relationship to Cornice or Eave Lines. Signs should not span cornice or eave lines or extend above the peak of a peaked roof. However, signs designed as an extension of the architectural form of the building may be appropriate. For example: projecting signs, sign boards or neon signs may be designed to look like a marquee, parapet, or accent to a parapet or sloped roof.
 3. Awning and canopy signs - are recommended for commercial retail buildings. Awning signs should appear and function primarily as awnings, however. Awnings should reflect the building's facade module and should not extend for more than fifty (50) linear feet without a break. Signs on canopies should be integrated with the canopy fascia, or be in the form of free-standing letters mounted on top and extending above the fascia.
 4. Projecting Signs - are recommended if designed as architectural features (see F.2., above), or are located primarily for pedestrian visibility; minimum sidewalk clearance should be seven (7) feet.

Commercial Retail Development *(Continued)*

'Big Box' Center with Frontage Tenants

Auto services building
garage bays perpendicular
to frontage.

Orchard parking required
outside of clear zone;
1 tree per 5 spaces.

Main building entrance
on axis with clear zone.

'Big Box' retail/outlet
building. (i.e. single tenant)

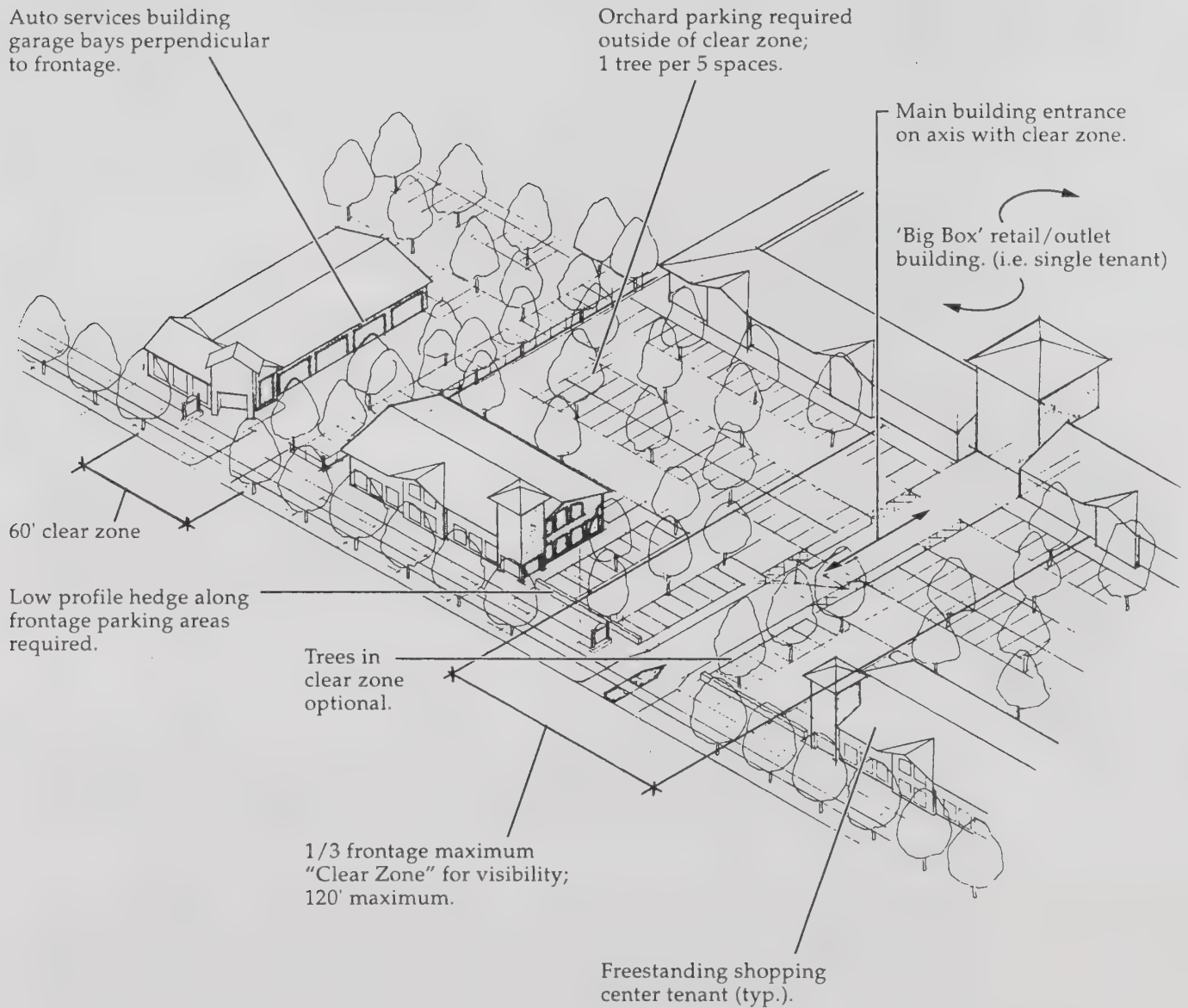
60' clear zone

Low profile hedge along
frontage parking areas
required.

Trees in
clear zone
optional.

1/3 frontage maximum
"Clear Zone" for visibility;
120' maximum.

Freestanding shopping
center tenant (typ.).



5. Architectural Style - Sign shapes, type styles, and color combinations should complement building styles.
6. Structural supports - should be attractive. They should complement the overall design of the sign and/or building(s). Ornamental metal is strongly recommended.
7. Materials - should be attractive and long-lasting. Recommended materials are:
 - a. Signboards - of wood or metal, with painted, engraved or routed letters, or mounted letters of wood or metal.
 - b. Silhouette or figurative signs - three-dimensional letters, symbols, and/or ornamental figures made of wood or metal.
 - c. Custom neon - exterior-mounted on a signboard or metal support frame or enclosure, or interior-mounted behind clerestory or display windows for only building-mounted signs.
 - d. Fabric awnings - such as canvas or nylon, with painted or applied lettering; plastic awnings should not be used.

G. Lighting - should be used to enhance signs and buildings. When possible, sign illumination should be coordinated with an overall building lighting scheme. Recommended lighting approaches are:

1. Backlit - with lighting inside and behind projecting lettering and/or awnings.
2. Floodlit - with single or multiple spotlights, provided light sources are shielded to protect motorists, pedestrians, and adjacent properties.
3. Color and lamp type - Light sources providing the most pleasing and accurate color rendering are metal halide, incandescent, and color-corrected fluorescent. Other lamp types, such as cool white fluorescent, mercury vapor, and high and low pressure sodium may distort sign colors and should be used according to advice from a lighting professional; these lamp types are not appropriate for area lighting.
4. The light fixtures shall be oriented and designed to preclude any light and direct glare to adjacent residential properties. No direct off-site glare from a light source shall be visible above 3 feet at a public right-of-way.
5. Parking lots, sidewalks and other areas accessible to pedestrians and automobiles shall be illuminated with a uniform and adequate intensity. Typical standards to achieve uniform and adequate intensity are:
 - a. The average horizontal maintained illumination should be between 1 and 3 foot candles; and
 - b. The average maximum to minimum ratio should be generally between 6 and 10 to 1.
6. Critical areas such as stairways, ramps and main walkways may have a higher illumination.
7. Lighting around automatic teller machines shall meet minimum standards required by the State Business and Professions Code.

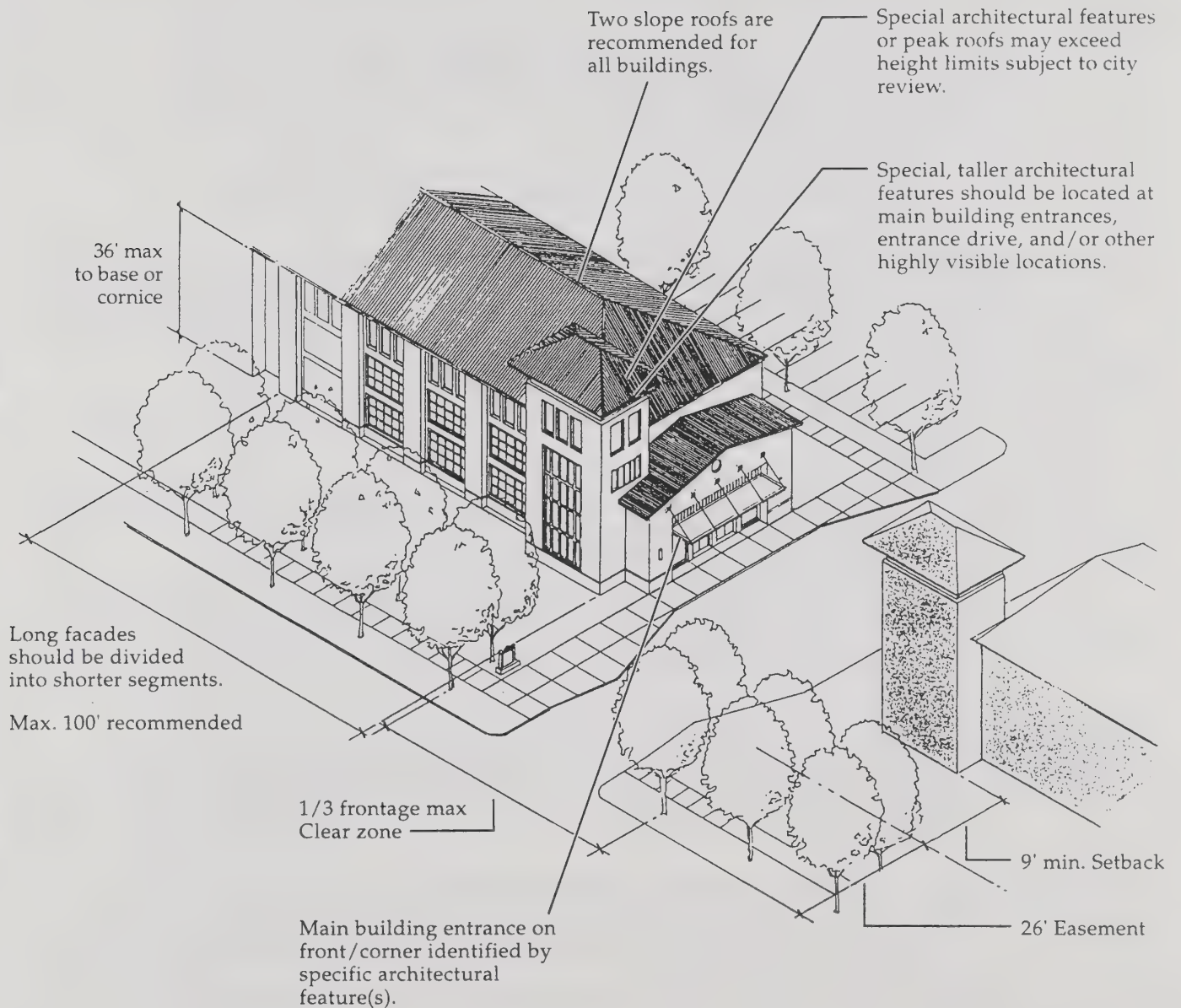
Office Development Guidelines

2.01.020 Description

To promote compatibility with the other types of development likely to occur along the corridor, design guidelines encourage buildings that depart from the typical formula of long, anonymous building masses and ribbon windows. Main building entrances should be located on the front building facade or adjacent to a fronting building corner. Buildings should incorporate breaks in building mass that reflect the typical sizes of parcels that occur along the street. Windows should be in the form of individual recessed openings and/or window groupings or bays.

- A. Building Increment** - Long facades should be divided into shorter segments. These segments are recommended to be fifty (50) feet long with a maximum of one hundred (100) feet long. They should be separated by major changes in the building mass, such as projected entrance volumes or notches.
- B. Roofs** - Shallow gable, hip, or other two-slope roofs are recommended for all buildings; parapet roofs in combination are also recommended.
 - 1. Roof Slope - should be between 3:12 and 6:12.
 - 2. Roofs Should Extend - across a minimum of 75% of the street frontage.
 - 3. Roof Ridges - should be aligned parallel to roads.
 - 4. Minimum Depth - of sloped roofs should be thirty (30) feet.
- C. Massing** - the overall form of a quality building is created by its three-dimensional characteristics, or massing. Different combinations of building mass should be used to compose a building. Building masses may be singular, like a tall or projecting mass located in the center to mark a main entrance. They may be symmetrical, for example towers placed on either side of the main entry; Or they may be repeated in a slightly different way in another building location.
- D. Special Architectural Features** - should accent buildings at major street corners and other highly-visible locations. A diagonal "cut" at a corner, or a notch for a grand building entry, can also be effective.
- E. Building Clusters** - Buildings should relate to one another to shape open space in between, as is common on campuses. Changes in building form should be used to organize and accent space, by creating axial relationships between buildings, defining special courtyard spaces, etc.
- F. Building Composition** - Every building should have a base; a clear pattern of openings and surface features; a recognizable entry; and an interesting roofline.
 - 1. Building Base - This may be as simple as a thickening of the wall where the building touches the ground; or it may be a heavier or thicker treatment of the entire ground floor wall for a three or more story building facade (a slight setback of the upper floors accomplishes this). The base may be of a different material and/or color than the wall surface of the rest of the building.
 - 2. Pattern of Surface Features - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.

Commercial Office Development



Related buildings should have common architectural forms and should be clustered to define shared open space(s).

Every building should have a clearly defined base, pattern of window openings, recognizable main entry, and interesting roofline.

3. **Main Building Entrances** - should be located on the front of the building or on a fronting, traffic-facing building corner. They should be easy to identify and distinguish from the rest of the building. One or more of the following treatments should be used:
 - a. **A Taller Mass Above** - such as a tower or turret, or a volume that protrudes from the rest of building surface.
 - b. **Centered in the Facade** - as part of a symmetrical overall composition.
 - c. **Accented by Architectural Elements** - such as columns, overhanging roofs, awnings, canopies, ornamental light fixtures.
 - d. **A Change in Roofline or Roof Type Above.**

G. Wall Surfaces - If the building mass and variety of windows and doors is complex, simple wall surfaces may be preferable (e.g. stucco); if the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, or rusticated stucco). Pilasters, columns, cornices, and other forms of surface relief should be used to add visual interest and scale.

H. Windows - are an important element of building composition and an indicator of overall building quality:

1. **Window Openings** - should generally be vertical or square in shape; if square, windows and/or window panes should be vertical in shape.
2. **Window Inset** - Glass should be inset a minimum of 3" from the exterior wall surface to add relief to wall surfaces; this is especially important for stucco buildings.
3. **Shaped Frames and Sills** - should be used to enhance openings and add relief to wall surfaces.

I. Roofs

1. **Metal Seam Roofing** - For aluminum, galvanized steel and other coated steel, recommended finishes are anodized, fluorocoated or painted. For copper and lead, recommended finishes are natural or oxidized.
2. **Clay, Ceramic or Concrete Tile** - are also appropriate.
3. **Tar and Gravel, Composition or Elastomeric Roofs** - Should only be used for flat roofs and should be screened by parapets.
4. **Not Recommended:**
 - a. **Asphalt shingles** - are appropriate in a residential context.
 - b. **Wood** - shingles or shakes are appropriate in a rural context.

Multi-Unit Residential Guidelines

2.01.030 Description

Guidelines encourage buildings that reflect the presence of individual units within them. Architectural features such as peaked roofs, built-in decks, and porches and stoops are encouraged to enhance residential character. A key goal of the guidelines is to create attractive residential environments along the corridor which are buffered from traffic, yet do not appear completely insular. For example, screen walls and fences are permitted adjacent to the front setback line provided they provide highly-visible, attractively-designed pedestrian entrance gates.

A. Common Open Space - should contain both landscaped/garden areas and hardscape areas that encourage social interaction.

1. **Common Landscaped Space** - A landscaped green and/or garden space should comprise between seventy per cent (70%) and eighty per cent (80%) of the common outdoor space. The location should be in a courtyard, side yard, rear yard, or common green for larger developments. Space should be rectilinear with no side less than fifteen (15) feet. Space should be seventy five percent (75%) enclosed by buildings, low walls, low fences, or linear landscaping (e.g., hedges or rows of trees) and not be bordered by surface parking areas on more than one side.
2. **Common Hardscape Space** - Between twenty per cent (20%) and thirty per cent (30%) of common outdoor space should be in the form of unit-paved or gravel areas, common roof deck space, or any combination of the two. Hardscape space shall be connected directly to the required landscaped space by stairs, walks, and/or ramps if necessary.

B. General Building Design - Buildings should be compatible in form with single family houses, yet have a high-quality, boulevard residential character. Building materials and design shall be long-lasting in order to create a living environment that holds its value over time.

1. **Architectural Features** - that add human scale, such as courtyards, porches, balconies, trellises and bay windows, are recommended. Special architectural features that relieve flatness of facades, such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended.
2. **Facade Module** - Building facades shall be designed so as to give individual identity to each vertical module of units. Long facades should be divided into shorter segments a maximum of forty (40) feet and preferably twenty five (25) feet in width.

In larger projects with frontages of over one hundred (100) feet, modules should be separated by such techniques as a deep notch (in plan) between the modules; varying architectural elements (e.g., window color, roof shape, window shape, stoop detail, railing type); and/or varying the color of individual modules within a harmonious palette of colors.

C. Building Entrances - should be part of a clear entry sequence, extending from the public sidewalk to the private front door. The following elements are recommended:

1. **Stoops and/or Open Porches** - should be provided at regular intervals which correspond to the vertical modules of building units. The stoops shall be wide enough for people to sit on and to make entries inviting. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.

Multi-Unit Residential Development

36' height to eave line

Submerged parking exempt from height limit (5' max).

Framed, inset windows recommended.

Ground level entries/stoops at regular intervals.

Exterior stairs boxed and framed: "Floating" stairs discouraged.

Submerged parking screened with planting.

Common entries recognizable and architecturally prominent.

Peaked roofs, windows, entries, porches, decks, widow boxes, etc., express residential character.

Long facades divided into modules to reduce building mass.

Double row of trees along frontage.



2. Stairs - should be boxed and framed by attractive stepped bulkheads walls or balustrade railings. Bullnose treads are recommended. Open or "floating" exterior stairs should not be used.
3. Low Hedges, Fences and/or Entry Gates - should be used to define the edge between the public street and private property.
4. Ornamental Lighting - of porches and walks to highlight entrances and add security.
5. Freestanding Landscape Elements - such as trellises, arbors, and special landscape materials that add character to yard spaces and/or accent the entry sequence.

D. Building Materials - Building materials shall be high-quality, long-lasting, and durable, with a minimum life span of fifty (50) years for siding and forty (40) years for roofing. Examples of such materials include stucco or clapboard for siding; tile or asphalt shingles for roofs. Construction drawings and construction techniques shall demonstrate high-quality detailing and use of materials.

E. Windows - are an important element of facade composition and an indicator of overall building quality:

1. Composition - All windows within a building, large or small, should be related in operating type, proportions, or trim. Other unifying architectural elements should be used, such as common sill or header lines.
2. Framing and Window Inset - Built-up sills and trim should be used to frame openings. Glass should be inset a minimum of 3" from the exterior wall and/or frame surface to add relief to the wall surface; this is especially important for stucco buildings.
3. Special Windows - such as bays or dormers should be used to add interest and a domestic character to the facade.

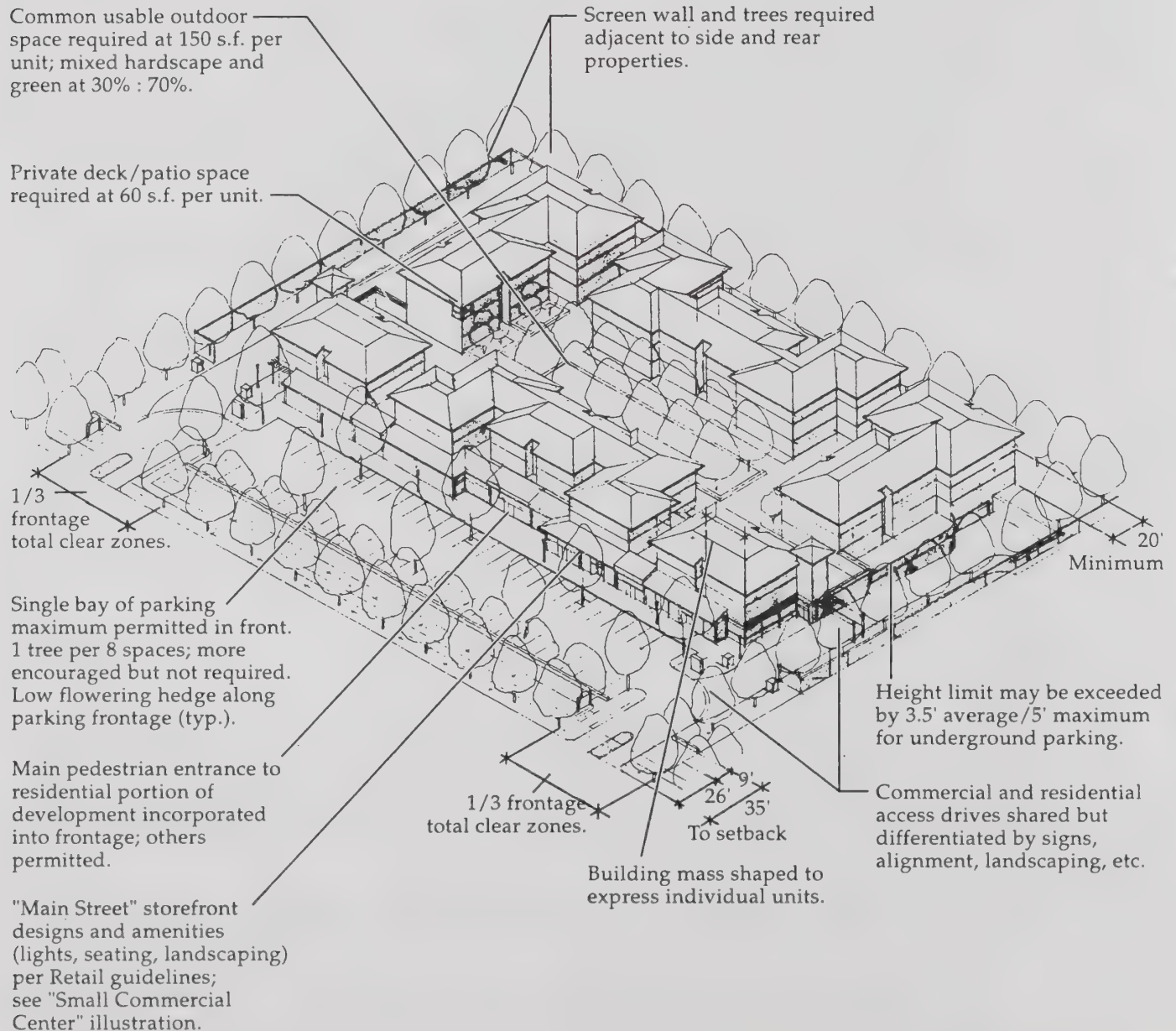
F. Plant Materials - See "Site Improvements and Landscaping".

G. Accessory Buildings

1. General - Accessory buildings of all types should have architectural treatments derived from the main building in terms of surface materials, trim, fenestration, roof materials, and color.
2. Freestanding Garages - should be unobtrusive, preferably located at the rear of properties to minimize visual impact.
 - a. Single-car garage doors - are strongly recommended, with windows, surface panels, and other forms of architectural detailing to reduce their impact and scale.
 - b. A maximum of five (5) garage doors - may be lined up consecutively; a space of five (5) feet shall be provided between each garage or group of doors.

H. Plant Materials - See "Site Improvements and Landscaping" section for guidelines.

Residential/Retail Mixed Use Development



Site Improvements And Landscaping Guidelines

2.01.040 Description

The following Design Guidelines for Site Improvements and Landscaping apply to all Stevens Creek Boulevard Specific Plan Areas unless otherwise indicated.

- A. Pedestrian Pathways** - Informal pedestrian pathways linking adjacent properties and buildings are recommended. These pathways are intended to form a network separate from the public right-of-way. A variety of approaches are possible and the City will review linkage opportunities and proposals on a case-by-case basis.
- B. Paving Materials** - recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a single application:
1. Stone - such as slate or granite.
 2. Brick pavers.
 3. Concrete unit pavers.
 4. Poured-in-place concrete - with any of the following treatments: integral pigment color; special aggregate; special scoring pattern; ornamental insets, such as tile; pattern stamped. All concrete walks should be tinted to reduce glare.
- C. Walls, Fences, Hedges, Gateways And Piers** - should be used to define public and private boundaries and/or spaces and screen parking areas.
1. Design - Walls, fences, gateways and piers should be designed to reflect the architectural style and materials of the principal building(s).
 - a. Along commercial frontages - hedges should be low to maintain an open character and retain visibility. Minimum height should be thirty two (32) inches to a maximum of thirty six (36) inches. A single flowering shrub species could provide some design continuity.
 - b. A combination of thick and thin structural elements - should be used, with thicker elements for supports and/or panel divisions. Fenceposts and/or support columns may be built up with additional trim, cornices, and/or moldings for this purpose.
 - c. Walls and piers - should have a base and coping.
 - d. Piers - A row of freestanding piers can be effective as an open screen between parking areas and streets or walks. A continuous chain or open metal fence between piers can be an attractive device for creating a stronger separation.
 - (i) Spacing: no more than ten (10) feet on center.
 - (ii) Thickness: at least eighteen (18) inches per side or diameter.
 - (iii) Height: at least thirty six (36) inches and no taller than fifty-four (54) inches.
 2. Materials - should be the same as or compatible with those of the principal building(s). Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers.
 - a. Fences - Recommended materials are wrought iron, cast iron, and welded steel for commercial applications. Metal fences may be mounted on a low masonry wall, and/or span-

ning masonry piers. Wood fences are appropriate in residential Plan Areas only. They should be substantial in design and painted a light color.

- b. Walls and piers - recommended materials are precast concrete stucco-faced concrete, brick, or stone.
- c. Not recommended:
 - (i) Chain link fences.
 - (ii) Unfinished or unsurfaced concrete block walls - are strongly discouraged. Block walls should be coated with cement stucco or similar surface. Split-face block walls may be appropriate along side or rear property lines only.
 - (iii) Rustic wood fences

D. Plant Materials And Landscape Treatments - Used on properties adjacent to the right-of-way should reflect the following guidelines:

1. Plant Materials Along Stevens Creek Boulevard - should create an attractive and harmonious character, in keeping with the orchard/grove streetscape theme.
 - a. Trees with open branching structures - should be used. Deciduous trees are recommended.
 - b. Planting/landscaped areas - should have a simple palette of plant species.
 - c. Complex planting schemes - should not be used in front yard areas.
 - d. Plant materials that exhibit annual or seasonal color - are recommended to highlight special locations, such as main building entrances and entrance walks.
2. Plant Materials in Other Locations - should be selected and placed to reflect both ornamental and functional characteristics.
 - a. Deciduous trees - should be the predominant large plant material used. They should be located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected to provide fall color, and to minimize litter and other maintenance problems.
 - b. Evergreen shrubs and trees - should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.
 - c. Flowering shrubs and trees - should be used where they can be most appreciated, adjacent to walks and recreational areas, or as a frame for building entrances, stairs, and walks.
 - d. Flowers with annual or seasonal color - are recommended to highlight special locations, such as courtyards, building entrances, or access drives.
3. Fountains - are recommended in hardscape open spaces to provide cooling in hot weather. The design and materials should be related to the principal building(s) and/or on-site furnishings.
4. Surface Parking Lots - utilize a significant amount of site area and should be designed as an integral feature of the overall site development plan.

- a. Space-defining elements - such as trellises, columns, walls, arbors, and hedges should be provided to enhance the appearance of lots. These elements should be consistent in design and materials with the principal building(s) and other site features.
- b. Parking Lots - should be planted with shade trees at a ratio of one (1) tree for every five (5) to ten (10) parking spaces in an "orchard planting arrangement. The View Corridor is exempted from tree planting guideline.
- b. "Orchard Parking" - should be employed in all surface lots. The "orchard" tree placement provides better shade on the passenger compartment and more even shade and vegetation throughout the parking area. As illustrated by the diagram on the following page, trees shall be planted toward the rear of parking stalls to create a grid rather than rows. Such trees shall be protected by curbing or bollards as appropriate.

E. Surface Grading - should be minimized to maintain an orchard/grove character of development throughout the Stevens Creek Boulevard Specific Plan Area. The following guidelines are strongly recommended:

1. Sheet drainage - from buildings to parking areas and perimeter roadways.
2. No cross slopes in excess of 2% - for landscaped or walk areas. Optimum slope for paved areas is 1.5%, depending on roughness of paving surface.
3. Mounding earth - to elevate buildings, or "berming" earth against the side of buildings, is not recommended.

E. Lighting - Light sources providing the most pleasing and accurate color rendering are metal halide, incandescent, color-corrected fluorescent and color-corrected high pressure sodium. Other lamp types, such as cool white fluorescent, mercury vapor, and plain high and low pressure sodium may distort colors and should be used according to advice from a lighting professional; they are not appropriate for area lighting.

1. The light fixtures shall be oriented and designed to preclude any light and direct glare to adjacent residential properties. No direct off-site glare from a light source shall be visible above 3 feet at a public right-of-way.
2. Parking lots, sidewalks and other areas accessible to pedestrians and automobiles shall be illuminated with a uniform and adequate intensity. Typical standards to achieve uniform and adequate intensity are:
 - a. The average horizontal maintained illumination should be between 1 and 3 foot candles; and
 - b. The average maximum to minimum ratio should be generally between 6 and 10 to 1.
3. Critical areas such as stairways, ramps and main walkways may have a higher illumination.
4. Lighting around automatic teller machines shall meet minimum standards required by the State Business and Professions Code.

Infrastructure Plan

Background

State law requires that all specific plans include text describing the distribution, location and intensity of major components of infrastructure needed to support the proposed land use and development in the specific planning area. The level of private and public improvement and development as contemplated in the Heart of the City Specific Plan will not warrant any major expansion of the City's infrastructure. The major components of this specific plan involve:

- Streetscape improvements, primarily landscaping, which do not require purchase of property or narrowing of existing streets.
- Allocation of development potential, which was previously demonstrated in the General Plan environmental impact report to be within the capacities of existing services and infrastructure.
- Guidance of architectural design of future development which will not require expansion of infrastructure.

Transportation

The Heart of the City Specific Plan envisions a multi-modal transportation corridor for Stevens Creek Boulevard. As such the plan proposes the eventual completion of all sidewalk improvements along the boulevard such that the sidewalk will be separated from the street by a buffering easement of trees and other landscaping. The amount of sidewalk improvements that will need to be made are as follows:

Reconstruction of monolithic sidewalk: ~14,000 ft.
Construction of new sidewalk: ~850 ft.

The majority of sidewalk improvements will take place incrementally as properties redevelop.

The missing sections of bicycle lanes from De Anza Boulevard to Stelling Road will be completed as part of the streetscape project. Funding will be allocated through the Capital Improvements Program. The estimated cost is \$5,000.

The development intensification of the activity centers may warrant additional signalization of Stevens Creek Boulevard. Funding will be allocated in the 5-year Capital Improvement Program or paid for by the development community as Heart of the City development proceeds.

Water, Sewer, Storm Drainage, Solid Waste Disposal Facilities and Energy Facilities.

No expansion of these facilities is contemplated as a result of Heart of the City development activity.

Implementation

Regulatory Framework

The Heart of the City Specific Plan is both a policy and regulatory document. The goals, policies and strategies provide the rationale for the development standards and land use map. The Heart of the City Specific Plan is a regulatory document in that its land use map and development standards will be incorporated into a new planned development zoning for the property within its boundary. The Plan is also a policy document by virtue of the guidance it provides in allocating future development in the planning area and in establishing community expectations of the design and quality of new development.

The Heart of the City Specific Plan was prepared as a means to implement the City's 1993 General Plan as revised. As such the specific plan executes the major general plan goal of creating a Heart of the city - a memorable, pedestrian-inclusive place for Cupertino.

Once the Specific Plan is adopted, all future rezoning, tentative subdivision maps and public works projects must be consistent with the specific plan as required by state law.

In the event, that any regulation, condition, program or portion of this Specific Plan is held invalid or unconstitutional by a California or Federal court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provision thereof.

Streetscape Improvements

Background

Appendix A depicts the various estimated costs to install the proposed Heart of the City Streetscape improvements. The improvements will be phased over time and geography as monies become available to

implement the streetscape improvements in its totality. It will take a concerted public and private effort before all the streetscape improvements and its ultimate public benefit can be achieved. The proposed 5-year capital improvement program allocates \$1.5 million for Heart of the City streetscape improvements.

Phase I: Median, Landmarks and Gateways

- A. Replanting of median landscaping to include pears, ash and oak trees.
- B. Development of public art piece, orchard park and commission and install City gateway entrances. Orchard park will be designed and developed. Landmark public art and gateway entrances will be commissioned in consultation with Fine Arts Commission.

Funding Sources:

- City 5-year Capital Improvement Program
- Street improvement funding from City Center property owners

Phase II: Landscape Easement Installation

Description of Activities

As private redevelopment occurs, the full landscape easement improvements will be installed by private property owners. Depending on existing site conditions, this may include additional land, new sidewalk, turf, additional trees and hedge fencing.

Funding Source:

Private property owners as redevelopment of properties occurs.

Phase III: Remainder of Improvements

Description of Activities:

The unfunded improvements include: pedestrian lights, benches, bus shelters and trash receptacles. The timing for these improvements is unknown.

Funding Source:

Public and private sources as may be identified.

Appendix A

Note: Appendix A describes the urban design consultant's specific recommendations for street furnishings and other items. These items and materials have not been approved by the City for use as Heart of the City improvements, but they serve as a reference point for the City's continuing discussion on the type, quantity and quality of public improvements that will be installed in the Heart of the City Specific Planning Area. That discussion will include the input of residents, interested groups, the Fine Arts Commission, Planning Commission and City Council.

Street Furnishings

Bench: Londino continuous bench w/back (8' - 10' length). This bench has concrete supports and a wood slat seat and back. It has a solid general appearance that is more visible and in scale with the street than a typical ornamental metal bench. Benches should be installed adjacent to street crossings and at intervals of approximately 300 feet, preferably in the recommended back-of-walk landscape easement area.

Bus Shelter: DayTech "San Francisco" model, 12' length. This bus shelter has a steel tube frame, arched roof, and clear glass panels on sides and back. Clear panels give the structure an airy character, and one of the side panels may be used to incorporate advertising posters. (In a number of cities, advertising companies have paid for the shelters and their installation and maintenance.) Shelters should be installed at all bus stops.

Trash Receptacle: Canterbury "Pennsylvania Avenue." This is particularly sturdy receptacle. It is made of ei-

ther cast aluminum or steel and features ornamental metal rings and pickets. Trash receptacles should be installed adjacent to all bus stops and street corners. Receptacles should have a separate recycling partition.

Pedestrian-Scale Street Light: STAFF/se'lux Saturn 2. This light has a clear lantern and a simple, modern appearance, in character with the proposed bus shelter. Lights are recommended for illumination of pedestrian areas, not as replacements for the existing cobrahead lights that illuminate the roadway. They should be located at approximately 90 feet on center, forming a continuous "understory" of pedestrian lighting along the street frontage.

Furnishings should be painted a common color that helps to tie them together visually. Color should also be used to make furnishings highly visible from the roadway so that the City's investments in the street are on display. White and green is a traditional color combination that would complement the orchard/grove street tree plantings. White shows well against green backgrounds and could be used on most of the painted metal items, such as the street lights and bus shelters. Green could be used for the bench slats and the trash receptacles. An option that should also be considered is using a more vivid color that would give the street a more modern look.

Civic Landmarks

Town Center Square. The design concept recommended for the square is a "Four Seasons Orchard." It is a formal garden enlarged to city-scale, and it expresses the

orchard theme recommended for the corridor as a whole. The site was an orchard prior to the 1940's, and until the 1970's was the site of a grain milling and storage facility.) As illustrated by the plan on the following page, the square would consist of four orchard squares, each with a different tree species and each species selected for a different seasonal characteristic. One species would exhibit an abundant spring flower display, the second could feature summer flowers or a unique leaf color, the third brilliant fall leaf color, and the fourth distinctive winter branching patterns or showy fruits or berries. The square would be bordered and quartered by walks with benches and pedestrian-scale lighting.

Landmark Sundial: Consistent with the orchard/garden theme for the square, a landmark sundial is proposed adjacent to the Stevens Creek Boulevard and De Anza Boulevard intersection. Sundials are a traditional garden ornament, reflecting the seasons as well as the time. As illustrated, the sundial would be approximately 30 feet in height. It would be mounted on a raised pedestal inscribed with markings for the seasons and the time and would be clearly visible to passersby. Material for the sundial blade is assumed to be metal; e.g., aluminum, steel or bronze. Material for the base is assumed to be precast concrete or stone.

Gateway Entrances: Gateway entrances are proposed at both ends of the corridor. The signs would span the entire roadway, with "Cupertino" spelled out in large letters over each side of the street. Support columns would be located in the center median and in the curbside planting strips. The signs are envisioned as traditional in form, reflecting the city signs used throughout California as well as the form of signs used at entrances to a ranch or farm. In this way the signs echo the orchards that were the mainstay of the City's economy in the first half of the century. However, the materials are intended to give the sign a distinctly modern, technological look, expressing the importance of the electronics industry to the City's present and future. Painted steel or aluminum, metal mesh, and neon are recommended. The signs will contrast as well as complement the orchard/grove street tree plantings and recommended furnishings. They may also be used to support banners announcing special City events, such as the Cherry Blossom Festival.

Construction Costs

Recommended materials and preliminary construction cost estimates for Stevens Creek Boulevard streetscape improvements are listed below. Quantities are approximate and are likely to vary. Improvements are proposed to be phased over the term of the Specific Plan, with street trees the first priority. Civic landmarks could be funded by a combination of City arts programs, donations from the City's corporations and citizens and the Five Year Capital Improvement Program.

Trees are assumed to be 24" box size. Estimated costs for single-row/double-row frontage street tree arrangements are provided; both options include matching trees in existing medians. Cost figures for 36" box size trees are not itemized but would add about an extra \$200 per tree installed. Existing "cobrahead" street lights would remain; however new, pedestrian-scale street lights would be installed in between them to light sidewalk areas.

West Gateway Street Trees - *Quercus agrifolia* @ 40' O.C., 24" box: \$500 delivered; \$1,000 installed (incl. irrigation and demo).

Quantity: 120/210 Cost: \$120,000/\$210,000

Town Center Street Trees - *Pyrus calleryana* "Chanticleer" @ 25' O.C., 24" box: \$500 delivered; \$1,000 installed (incl. irrigation and demo);

Quantity: 548/960 Cost: \$548,000/\$960,000

East Gateway Street Trees - *Fraxinus latifolia* @ 30' O.C., 24" box: \$500 delivered; \$1,000 installed (incl. irrigation and demo).

Quantity: 514/901 Cost: \$514,000/\$901,000

Street Lights - STAFF/se'lux Saturn 2 or EQ @ 90' O.C. w/single-head polycarbonate globes, lamp type color-corrected metal halide @ 3000K, 100-150 watts: \$1,200 delivered; \$3,700 installed (incl. conc. base, wiring, conduit, etc.).

Quantity: 260 Cost: \$962,000

Benches - Londino continuous bench w/back @ 300' O.C.; 2-3 units for ea. bench (8' - 10' length): \$1,000 delivered; \$1,250 installed.

Quantity: 85 Cost: \$106,250

Bus Shelters - DayTech "San Francisco" model, 12' length; \$12,000 delivered; \$14,000 installed.

Quantity: 20 Cost: \$280,000

Trash Receptacles - Canterbury "Pennsylvania Avenue" w/hinged door @ 600' O.C.: \$1,200 delivered; \$1,500 installed.

Quantity: 44 Cost: \$66,000

Total Streetscape Costs:

1. \$1,180,000 for single-row of frontage trees and median trees.
2. \$2,070,000 for double-row of frontage trees and median trees.
3. \$1,632,000 for single-row and benches, bus shelters, and trash receptacles.
4. \$2,594,050 for single-row, benches, bus shelters, trash receptacles, and street lighting.
5. \$3,484,050 for double-row, benches, bus shelters, trash receptacles, and street lighting.

Cost estimates for the Landmarks are conceptual and preliminary. They should be regarded as possible construction allowances.

4-Seasons Orchard - 100 trees total (four different species @ 25 ea.); 24" box size @\$500 delivered, \$1,000 installed (incl. irrigation and site prep.): \$100,000. Associated site improvements, such as walks, lighting, furnishings, frontage trees, turf and other landscape materials, allow \$200,000 to \$300,000.

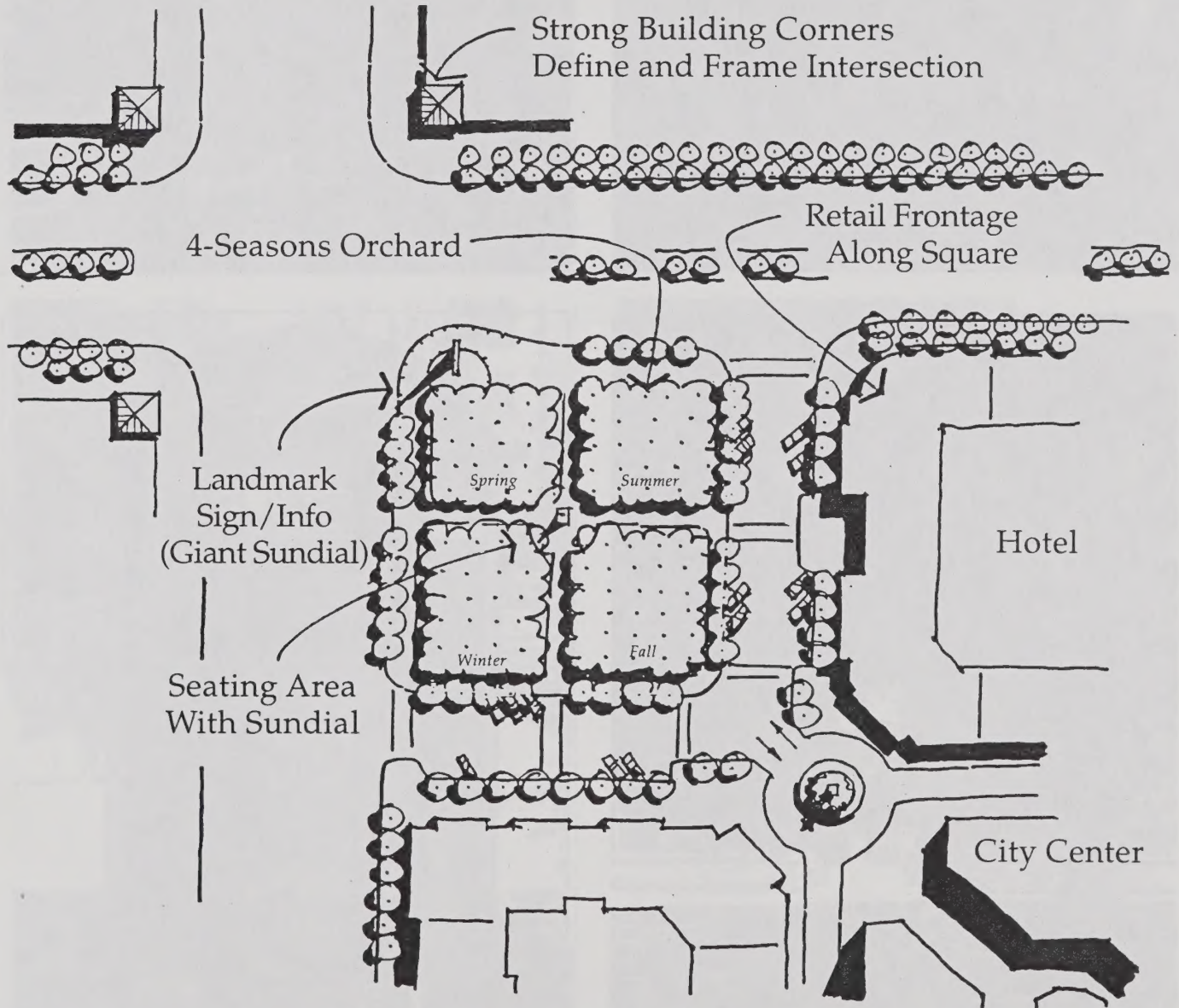
Total: \$300,000 to \$400,000

Landmark Sundial - allow \$100,000 to \$150,000 for custom metal, finishes, concrete base with scoring for clock and "almanac," and lighting.

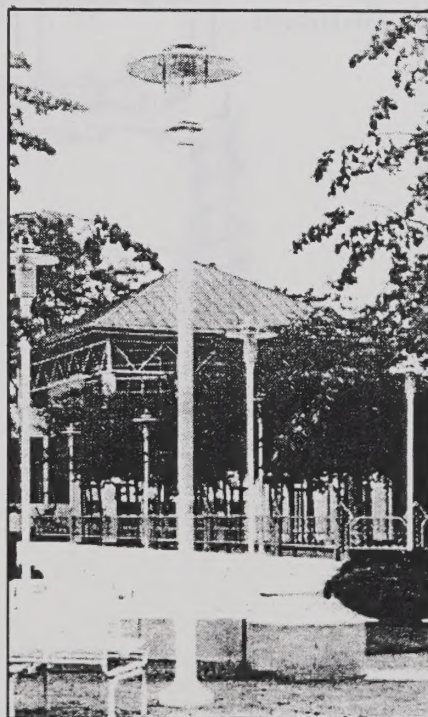
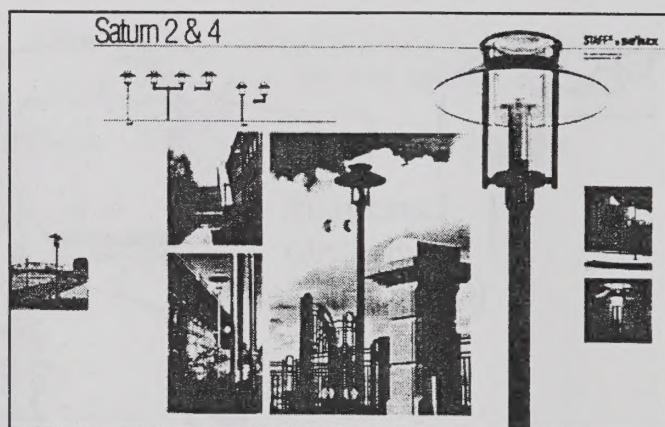
City Gateways - allow \$150,000 to \$175,000 each for custom metal, finishes, and lighting.

Total Landmarks Costs: \$700,000 to \$900,000

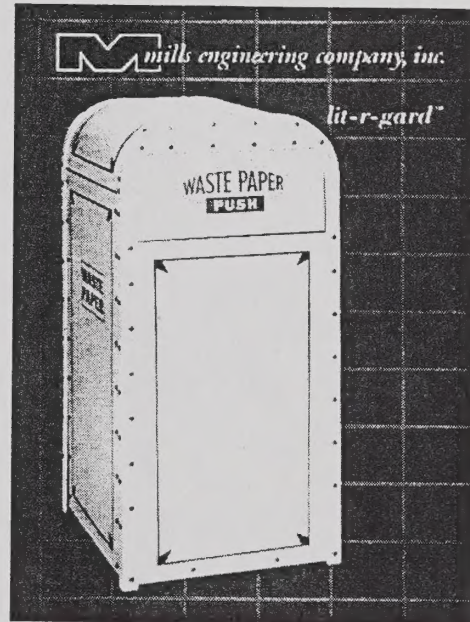
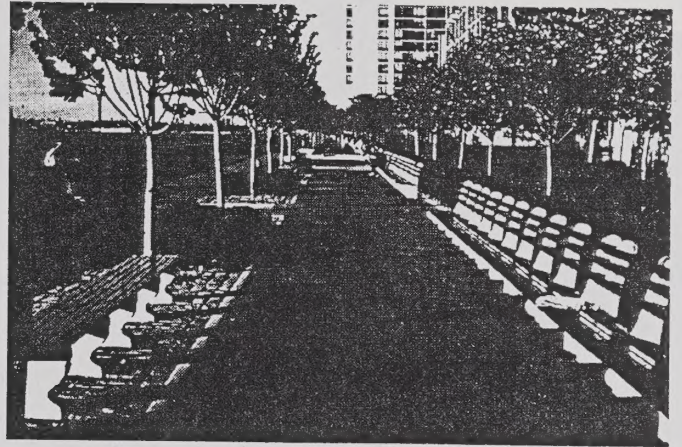
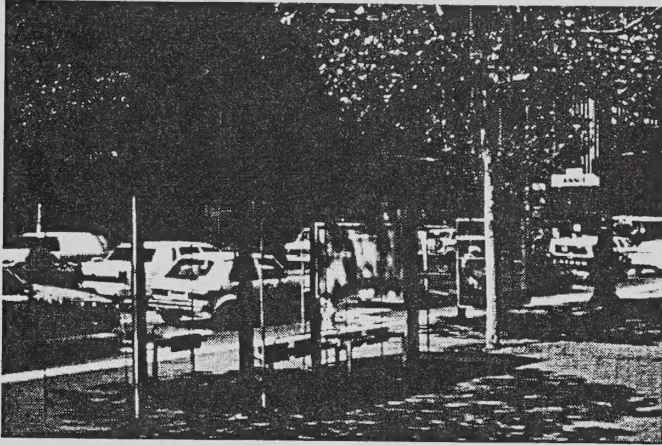
4-Seasons Orchard



Design Elements



Design Elements



U.C. BERKELEY LIBRARIES



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